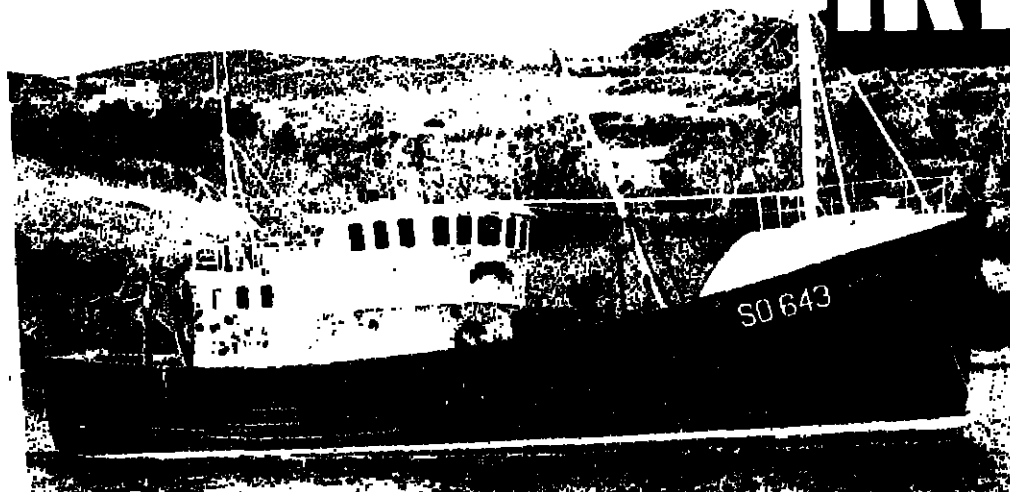


Continued from Page 15

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IRISH 76-FOOTER

Orion — from the
Mevagh yard.



Salcombe crabber with new hauler

WORKING out of Salcombe, Devon, is the latest GRP boat from Cygnus Marine of Falmouth — the GM 26 craft *Gorah Lass*.

She is being worked by Skipper Tom Preston and his son, Graham, and is owned by a partnership of Tom Preston and brothers, Robert and John Login.

Skipper Preston has been potting all his working life and the craft will fish six days a week, weather permitting, with a total of 260 Nantes inkwell-type pots.

Gorah Lass, which will operate up to about nine miles offshore, is fitted with the first 500 kg. (half-ton) Celtic Slave hydraulic hauler from South-Western Mechanised Fishing of Stoke Fleming, Dartmouth, Devon. Sister to the popular 1,500 kg. Celtic Slave hauler, 14 of which are in service with some of Britain's biggest crabbers, the 500 kg. unit costs around £1,000 complete with hydraulic pump.

The pedestal-mounted unit hauls pots in conjunction with a hanging block, and *Gorah Lass* is fitted with a galvanised steel mast and a lifting derrick.

Gorah Lass managed to work a full six days during her first week of operation from Falmouth and Skipper Preston told *Fishing News* that the hauler "is very good".

He had used a 1,500 kg. Celtic Slave hauler while

working with the crabber *L.B.P.* (Skipper Robert Login) and he said that this hauler saves 11-hours when hauling 460 pots compared with the more usual capstan.

The 1,500 kg. hauler had been no trouble, he said, and is both faster and safer to use. *Gorah Lass* has her wheelhouse mounted well forward to give a main deck some 18 ft. long and 9 ft. wide.

Her Ford Sabre 72 bhp diesel is also mounted forward and so there are no hatches or obstructions on deck. Engine and bilge access is through the wheelhouse floor.

ORION, the 76-footer built by the Mevagh Boatyard at Downings, Co. Donegal, is now fishing under Skipper Bernard McMullan.

The boat, which has a 23 ft. beam and 13 ft. draft aft, has been designed at the yard by Tony McBride and is working from Killybegs.

She has a hull of iroko planking on oak keel and frames, and is powered by an aft-mounted B. and W. Alpha diesel, type 405 28VO, of 500 bhp.

Orion's auxiliary engine is a Bukh unit of 44 bhp driving a Transmotor alternator, Desmi bilge pump and Espholin compressor.

The trawler is equipped with a Brattvaag main winch, type DIA8, and she has a Fifer cargo winch. Her Ten-Fjord steering gear is power-assisted, while the craft has a Lister-powered fire pump; Desmi main bilge pumping and deckwash system; central heating by Kempse and a Francis electric anchor winch.

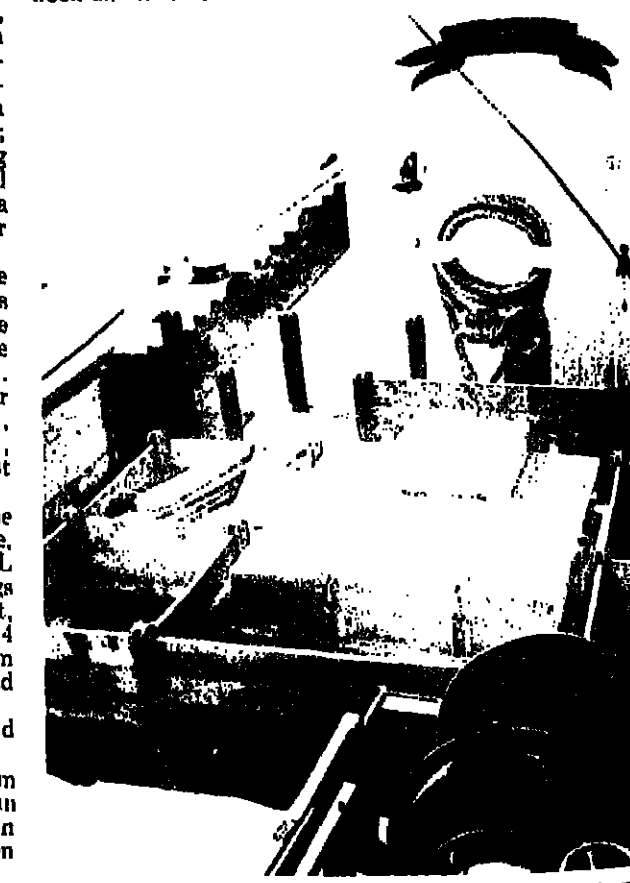
Mevagh yard boats are built with aluminium fittings above the waterline which the yard says cost very little more than steel in the end. Aluminium is used for *Orion's* wheelhouse, deckhouse, whaleback, hatches, ladders, mizzen mast and fish hold stanchions.

Her fish-finders include the Simrad SL sonar and scope, also the Simrad EQ and EL echo sounders. Other fittings include: Decca autopilot, Navigator and plotter, 914 radar, and Decca intercom system; also 'Sailor' R/T and VHF.

Orion has a fish hold capacity of 5,000 cu. ft.

The next wooden boat from the Mevagh yard will be an 82-footer. A 40-footer in ferro-cement has just been launched.

Above: *Orion's* well-equipped wheelhouse with the electronic aids mounted on a neat console. Below: the 76-footer's forward deck and fish hold hatch.



Above: the 500 kg. (1-ton) Celtic Slave hauler aboard *Gorah Lass*. She is the first boat to use the new model. Below right: *Gorah Lass*.

The deck is constructed of 18mm. plywood on solid iroko frames and she has a Sondia deck floodlight. There is no accommodation as the craft will be used as a day boat.

Gorah Lass's wheelhouse electronics include Seavoice VHF radio telephone, Ferrograph G500 echo sounder and Sestrel Minor compass; the wheelhouse windows are made of 1/2 in. toughened glass mounted in alloy frames.

Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

DEPMAR 103

The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 28W from a 24V d.c. supply, and compact 50 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

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Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.6 kg (14½ lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 8 inch, but like the 103 it has white line, a 'bottom anywhere' facility, and very low power consumption. Alternative 50 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

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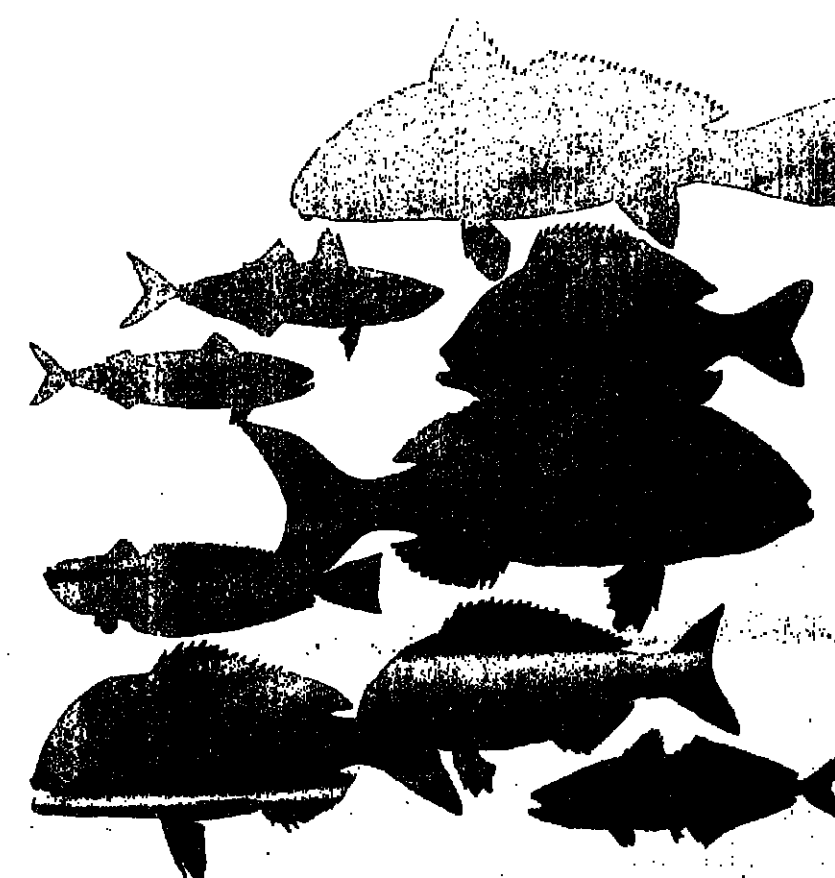
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Focus on the fleet

HUMBERSIDE THE SURVIVORS

ON PAPER the strength of the trawling fleet on Humberside has never been lower. Yet even these figures conceal the real truth of a drift from bad to worse. Many vessels with nowhere to fish are already laid up and will almost certainly never land another trip at Hull or Grimsby.

The decline has been rapid and sickeningly spectacular. The deep-sea industry was still trying to shake off the effects of the loss of freezer fishing off Iceland in 1973 when all the wet fish distant water trawlers were banned (hopefully temporarily) late in 1976 from these traditional grounds.

Bad times before have usually been followed by a recovery; this time hopes are very slender.

Humberside's last 50 steam trawlers have been scrapped, without replacements, as heavy oil bunkering prices rose to an uneconomical level. The hundreds of fishermen put on the dole as a consequence have taken other work, many in the North Sea oil industry, and this labour force has largely vanished.

New international limits and quotas are now threatening the more modern diesel trawlers with a similar fate and the industry, pledged by the Treaty of Rome to the EEC Common Fisheries Policy, can no longer safeguard its own future without the aid of the

negotiating through Brussels on exchange fishing arrangements with non-member countries.

Rather surprisingly, in recent years only four Humberside trawler owning companies have succumbed to these pressures and disappeared.

At Hull distant water owners Henricksen & Co. Ltd. pulled out, while the other casualties were at Grimsby. The up-swing in quayside fish prices came too late to save near water operators Alfred Bannister (Trawlers) Ltd. and Peter Sleight Trawlers Ltd.

Last year, economic pressures proved too much for Sir Thomas Robinson & Son (Grimsby) Ltd. and its eight-strong middle water fleet no longer graces the port.

In this feature *Fishing News* takes a look at the surviving trawler owners, but begins by highlighting two Humberside firms — J. Marr Taylor Ltd. of Grimsby — which come from opposite ends of the catching industry and have actually increased their investment during these alarming times.

H. L. TAYLOR

IT WOULD be quite wrong to pretend Grimsby's H. L. Taylor Ltd. has ever aspired to the lofty heights of many of its rivals and contemporary owners in a long career at the South Humberside port.

This no-nonsense family concern has all too often seen the dire effects of companies over-reaching themselves and mighty trawler owning empires collapsing when trade hit a prolonged bad patch.

Taylor's, and its associate companies, have never boasted a fleet of more than 24 vessels (in 1938) and the present fleet, which makes such a valued contribution to the economy of Grimsby, numbers ten middle water side trawlers.

Where the business has scored is in careful and sensible management, which has

long been the corner-stone of a success story through good and bad years. Very much a family business, the members of the present six-strong board are all directly related to the founder Henry Lewis Taylor.

Almost incredibly, only three generations of the family have been involved in the development of the business, including Henry Taylor (1880-1922) who began it all as an ambitious 16-year-old apprentice on the Grimsby sailing smack *Vigilant* (GY 538). He was serving his apprenticeship to his uncle, smackowner / skipper William Dickinson, 101 years ago.

Today his much-respected son, Charles Taylor, with over 60 years of service to the firm is chairman. His sons — livewire managing director Henry Taylor, junior, and the



LAI UP **BROKEN** UP
Boston's *Prince Charles* laid up at Grimsby. She is not expected to fish again. Right: former top-earner *Primella* at the breakers in April.

youngful Nicholas Taylor — complete the third generation spanning a century. Kenneth Hopwood and Lewis Doughty, sons of the founder's two daughters, complete the directors.

Like so many of Grimsby's fishing pioneers who were later to make their mark on the industry, Henry Taylor was not of local stock. He was born and raised in Bristol by a sound West Country family and would probably have stayed there had he not wished to make his own way in the world.

Ticket

By the early 1880s he already had his skipper's ticket and was so highly regarded that he attracted the attentions of wealthy smackowner, Thomas Baskcomb, who ran 'fleets' from Grimsby and was looking for someone with new ideas and drive to take charge of them.

Despite criticism from some of the more experienced skippers overlooked by Thomas Baskcomb, the young Henry Taylor took on the task and so forged a lifelong friendship between the two families.

In the brand-new smack *Arthur and Ernest* (GY 821) he was a big success. So, in 1884 Thomas Baskcomb gave him the chance of becoming a smackowner by 'working out' (a sort of mortgage arrangement between owners and skippers) *Fortunate* (GY 9422).

The smack lived up to her name and Henry Taylor was a smackowner in his own right within three years. Ever ambitious, he next turned to steam and was given command of the 101 ft. steamer *Dahlia* (GY 223) by the North Eastern Steam Fishing Co. when she arrived new in 1889. As he was convinced of the potential — he was a steam trawler owner himself going halves with Thomas Baskcomb in *Ostrich* (GY 311) in 1891 — the pair made a further investment together with *Emu* (GY 1) in 1895.

In 1902 Henry Taylor owned both vessels and had major shareholdings in six other steam trawlers. He gave up going to sea in the early 1890s to manage the International Steam Fishing Co., where Thomas Baskcomb had substantial interests, and before the turn of the century had demonstrated his versatility by being engaged by

Hagorup, Doughty & Co. Ltd. to supervise the construction of a 60-strong fleet of trawlers completed in just two years! In 1906 Henry Taylor went shares in the 119 ft. *Tokio* (GY 157), then his 10th new building by Cochrane's, with Henry Greer Hopwood, a young man rapidly carving out a name for himself in the shore side of the business and who married his partner's daughter, Miss Gertrude Taylor.

It was the beginning of a

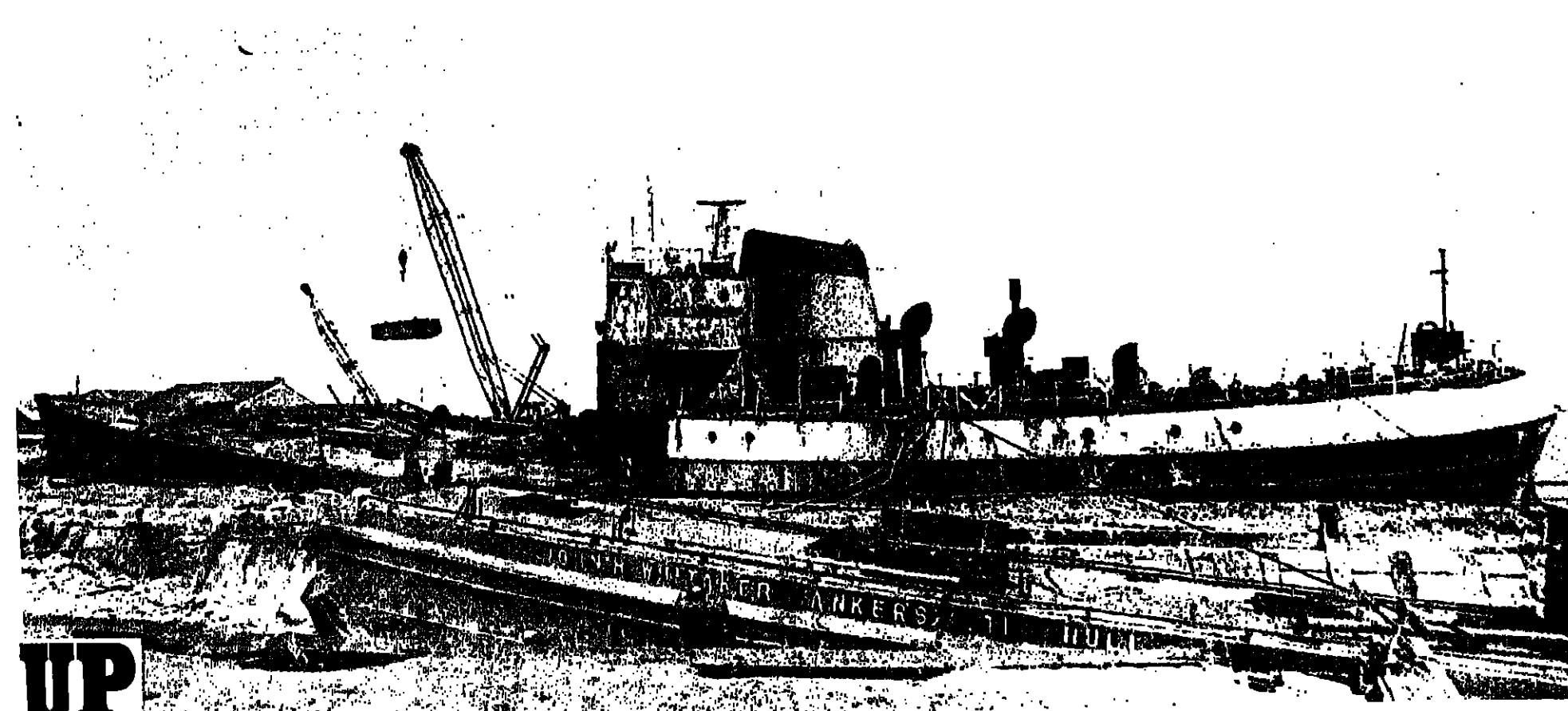
long and very successful future — and it was a great loss to Taylor's when Mr. Hopwood died in the 1910s after over 50 years of self-devotion to the firm. By 1915 Henry Taylor had 11 steamers working through his office, including several in partnership with prominent skippers like Mr. Staff.

He dodged about a different naming theme: had more or less settled on Japanese ones by 1911 as



Above right: Taylor's *Ostrich* was built for the firm in 1958.

Left and right: two ships named *Okino* operated by H. L. Taylor. The earlier ship (GY158) was built in 1920 and bought as a war replacement in 1951. She was scrapped in 1981. The present *Okino* was ordered by Taylor in 1981.



Yesso (GY 600) came along. In May 1914 H. L. Taylor Ltd. was incorporated as a limited company and seven of Henry Taylor's own vessels, out of the then 17-strong fleet, were transferred to the new company.

The Kaiser's War brought heavy demands from the Admiralty and eight vessels were lost, many with their very gallant crews. As the hostilities ceased the firm bought a few second-hand vessels in an effort to keep the numbers up, but by 1920 it had only 13 steamers on its books when the Taylor Steam Fishing Co. was formed.

The death of Henry Lewis Taylor in 1922 stunned the firm and the whole of Grimsby. He had grown in stature as Grimsby's most powerful man, although he was never a man to court publicity. Decisive, immensely industrious and conscientious, his death could have been the end, as it would have been all too easy to sail up while the going was still good.

Widow

That was not the nature of Taylor's and, with Charles Taylor, Hopwood and even Amy Taylor, the sorrowing widow, very much in control, the family picked up the pieces.

The Diamonds Steam Fishing Co. Ltd. was incorporated and took over the privately-owned trawlers, while the older end of the fleet was sold off and replaced by ex-Admiralty trawlers. These were mostly in the 125 ft. range, like *William Hanbury* (GY 1322) and *James Evans* (GY 334).

They turned out to be fine vessels, lasting the firm in most cases into the 1950s and 1960s. They fished Faroes (always Taylor's favourite stamping ground) and Iceland very regularly and were so successful that only *Ermo* (GY 288) was built in

1930 as a brand-new steamer between the wars. In April 1937 the Japan Fishing Co. Ltd. was formed mainly to accommodate more expansion as the firm bought up seven trawlers from the Butt Group of companies in an astute deal masterminded by Charles Taylor and Henry Hopwood.

Diamond

It was a clever move and marked a high point during adverse times when the tall, distinctive diamond-patterned, Taylor funnels seemed to be all over Grimsby fish docks.

Unhappily, two years later, many of the fleet were again called-up for Admiralty service for the Second World War and eight vessels failed to resume peacetime fishing. In the immediate post war years four steamers were bought to keep up the strength of the fleet.

By the end of the 1950s, to remain competitive, Taylor's began a programme of scrapping its ageing steamers and replacing them with new diesel-engined middle water tonnage. *Osaka* (GY 600), *Yesso* (GY 610) and *Ogano* (GY 608), all 128-footers, came from Cochrane's, while the early 1960s saw the arrival of *Tokio* (GY 861), *Hondo* (GY 888), *Ermo* (GY 691) and *Okino* (GY 889) — the fourth Taylor vessel to carry this name — from the Goole Shipbuilding & Repairing Co.

These were 118-footers intended for North Sea work, but which have been more than a success on the middle water grounds into the bargain. Today these vessels form the backbone of the Taylor fleet.

This is not the end of the story for in 1976, with the industry in all sorts of distressing ground and fisheries as owner after owner laid trawlers up, Taylor's

HUMBERSIDE FISHING FLEETS — MAY 1977

Owner	MIDDLE AND DISTANT WATER (All)			Total
	Freezers	Wetfish	Wetfish	
Boston Group (Hull)	4	—	—	4
Boston Group (Grimsby)	4	11	—	15
Boyd Line (Hull)	13	15	—	28
BUT (Hull)	8	16	12	36
BUT (Grimsby)	—	11	—	11
Consolidated (Grimsby)	4	3	—	7
Thomas Hamling (Hull)	—	—	6	6
Lindsey Trawlers (Grimsby)	—	2	—	2
J. Marr & Son (Hull)	9	—	—	9
Newington (Hull)	1 (magn)	—	10	10
H. L. Taylor (Grimsby)	—	—	10	10
TOTAL	43	65	28	136
By Port: HULL	35	27	—	62
GRIMSBY	8	38	28	74
TOTAL	43	65	28	136

Not all the trawlers listed above are operational. Some distant water vessels are laid-up and may not fish again.

*Includes three trawlers converted to multi role, capable of middle/near water fishing.

Somers, pair trawlers and inshore boats (under 100 ft.)

Grimsby owners/managing agents	Somers	Pair trawlers	Inshore boats	Total
Allard, Howson	16	—	2	18
George B. Bue	—	—	2	2
Sam Chapman & Sons	14	—	1	15
Consolidated (Somers)	8	—	—	8
Danbit (Fish Salesmen)	11	11	—	22
John W. Fish Salesmen	2	10	—	12
Dolphin Fish Selling	—	—	2	2
A. F. Richardson	12	6	7	25
Tom Slaght (H.S.)	39	7	—	47
GRIMSBY TOTAL	102	34	15	151
Boston Group (Hull)	10	—	—	10
Others (Hull)	—	—	6	6
Hull and Grimsby Total	112	34	21	167

Second vectors not included



Lindsey's *Lofoten* is one of the two smallest trawlers presently working the North Sea from Grimsby. She is a 108-footer. Below: *Granee Pearl* — one of four boats bought by Boyd Line when it moved into the small boat side.



Turn to page 12

SURVIVORS

From page 11

again decided on expansion and *Nanao* (GY 604) were bought from Sir Thomas Robinson.

At 131 ft., they are the largest vessels ever to operate under the Taylor flag and the deal was followed by the purchase of a sister-ship, *Sando* (GY 457), from the same source last autumn.

Much of the credit for these deals must go to the board in general and managing director, Henry Taylor, who displayed the same vision — so often a characteristic of his grandfather — in forcing the deals through.

By opting for expansion at what seemed an uncertain time the firm is now a major force in middle water fishing and typifies Taylor's work through succeeding decades which has proved of such immense value to the Grimsby industry.

It may not be the biggest firm on Humberside, but it has certainly proved itself one of the best.

J. MARR AND SON

THIS company is the largest privately-owned unit in the UK fishing industry.

Founder Joseph Marr started in business in the Dairycoates district of Hull as a curer in 1883. He bought his first smack, *Adelaide* (H 664), in 1870 and the family has been associated with the catching side of the industry ever since.

The business flourished from the beginning and Joseph Marr rapidly became

one of Hull's leading smackowners.

In 1890 ill health forced him to recall his son, James Herbert Marr, from a dental training college to keep the Hull business running smoothly.

Neither father nor son were slow to appreciate the value of the new steam trawlers which were just beginning to become established and, in 1891, bought *Marrs* (H 172) brand-new as their first steamer. It then rapidly sold

off the smacks in favour of more new steamers.

In 1898 they moved to Fleetwood to pioneer steam fishing there and, even though Joseph Marr died in 1900, James carried on the tradition. It was at Fleetwood on May 29, 1902, that J. Marr & Son Ltd. was formed as a limited company.

As the fleet built up, curing, salting and fish merchandising businesses were added and, in the years up to the Great War, James Marr did

valued work marketing the home-caught hake in the Lancashire cotton towns where it became a firm favourite.

Subsidiary companies were formed and others bought out so that by the time the hostilities began in 1914 there was a fleet of over 30 vessels — and orders outstanding for 11 new trawlers!

All save two, however, were taken for Admiralty service and the company lost many fine vessels during the war. Another loss was the death of James Marr in 1916 and his brother, Arthur, took control for a while along with James Robertson, the brilliant Fleetwood engineer and close family friend.

During wartime the company did build up a vast cargo trade with Iceland, importing salt fish and fish products to help the war effort and exporting coal, salt and general cargoes.

After the initial post-war boom things became very difficult and, with James Marr's twin sons Leslie and Geoffrey now in the business, the firm kept going whilst many a rival went under.

However, it was not until 1928 that they dared to order new tonnage because of the uncertainty. In 1934 the firm bought out the entire share capital of the City Steam Fishing Co. of Hull, running it as a branch office and transferring part of the Fleetwood fleet as the depression of the 1930s hit Lancashire hard.

When the Second World War broke out things had improved and there were 21 trawlers at Fleetwood and eight distant water ships at Hull. Again, Admiralty calls on the fleet almost forced a closure.

Vanished

In 1941 the Hull office vanished under a land-mine and the company spent the rest of the war working from Fleetwood. By 1945 it was reduced to six very elderly vessels and 29 Marr trawlers had been lost. As before the business was supplemented by trade with Iceland.

The Trident Steam Fishing Co. at Hull was bought out just to provide office accommodation, whilst the old 'City' premises were rebuilt. The two brothers began an intensive building and buying campaign to put Marr's back onto the map.

In 1946 the oil-fired steamer *Southella* (H 303) was delivered and fresh tonnage was constantly sought to replace the older end of the fleet. Marr's went diesel in 1952 with *Hildina* (H 222) to pioneer the successful motor trawler on Humberside and this vessel, and her five sisters, launched a whole new era of modern trawler construction within the UK industry in the 1950s and early 1960s.

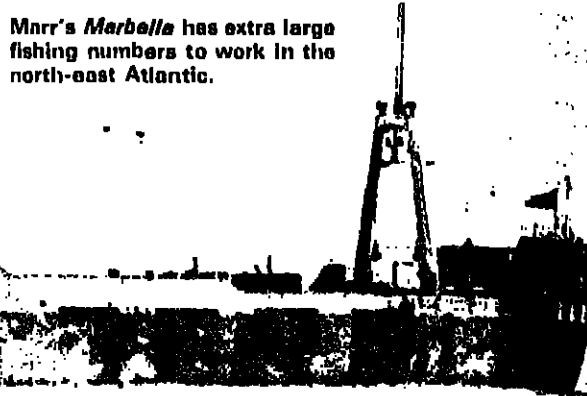
Alan Marr, son of Geoffrey and Andrew Marr, son of Leslie, who now spearhead the most progressive company, joined the board during the fifties. Both played important roles in developing the process of freezing at sea, the company has always paid close attention to the processing and marketing of its products.

Factories

The company also has a huge investment in cold storage, processing and marketing, plus its own transport system providing employment for hundreds.

Just as Marr's developed the process of freezing at sea, the company has always paid close attention to the processing and marketing of its products.

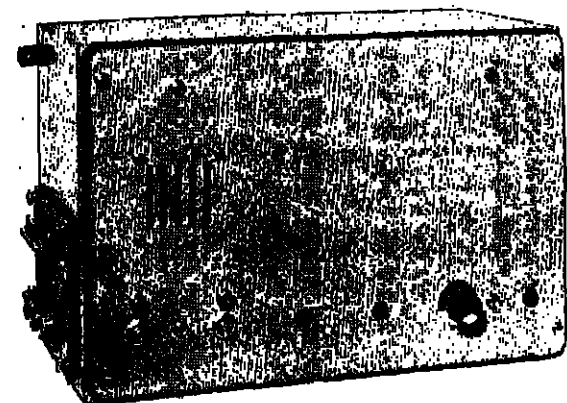
This side of the business is handled by the subsidiary Marr (Fish Merchants) Ltd. There is a small factory at Fleetwood with a view to



Marr's *Marbella* has extra large fishing numbers to work in the north-east Atlantic.

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Pull-out

Sadly, after years of distant water wet fishing from Hull, the firm wound up its operations there last April when it withdrew the diesel-powered *Benella* (H 130) and *Westella* (H 194). Marr's future there now rests with its nine-strong fleet of ultra-modern freezers.

Yet the company is still very much in wet fishing. In 1971 it introduced another big break-through in modern trawler design with the stern wet fisher *Govina* (FD 128).

This class of trawler has been such a success that other trawler owners have brought out variations from 117 to 170 ft. Today Marr's operate 16 of these revolutionary vessels in its wet fish fleets at Aberdeen and Fleetwood, which also include new near water side trawlers for the wet fish market. These seem sure to play an ever increasing role in the future of the British fishing industry.

By planning for all eventualities Marr's built up an all-round fleet (28 new ships in the last six years) which should be able to keep fish supplies constant, despite the present uncertain international situation.

Whatever the new Common Market Fisheries Policy is, Marr's cream-hulled trawlers with their brick-red funnels look certain to be gracing the main British fishing ports for many years to come.

Supporting the ships are maintenance and supply services ashore. At Hull Marr's own the Globe Hull & Ship Repairing Co. is the largest privately-owned ship repairing company in Hull, while J. K. Trushell Ltd. provides repair facilities for Marr's vessels and many others.

Factories

The company also has a huge investment in cold storage, processing and marketing, plus its own transport system providing employment for hundreds.

Just as Marr's developed the process of freezing at sea, the company has always paid close attention to the processing and marketing of its products.

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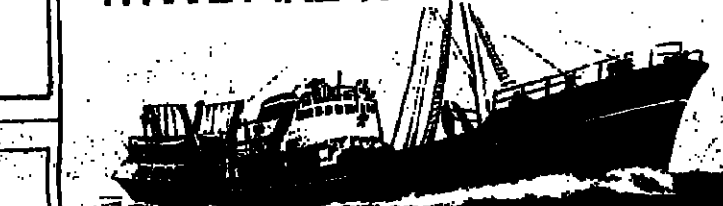
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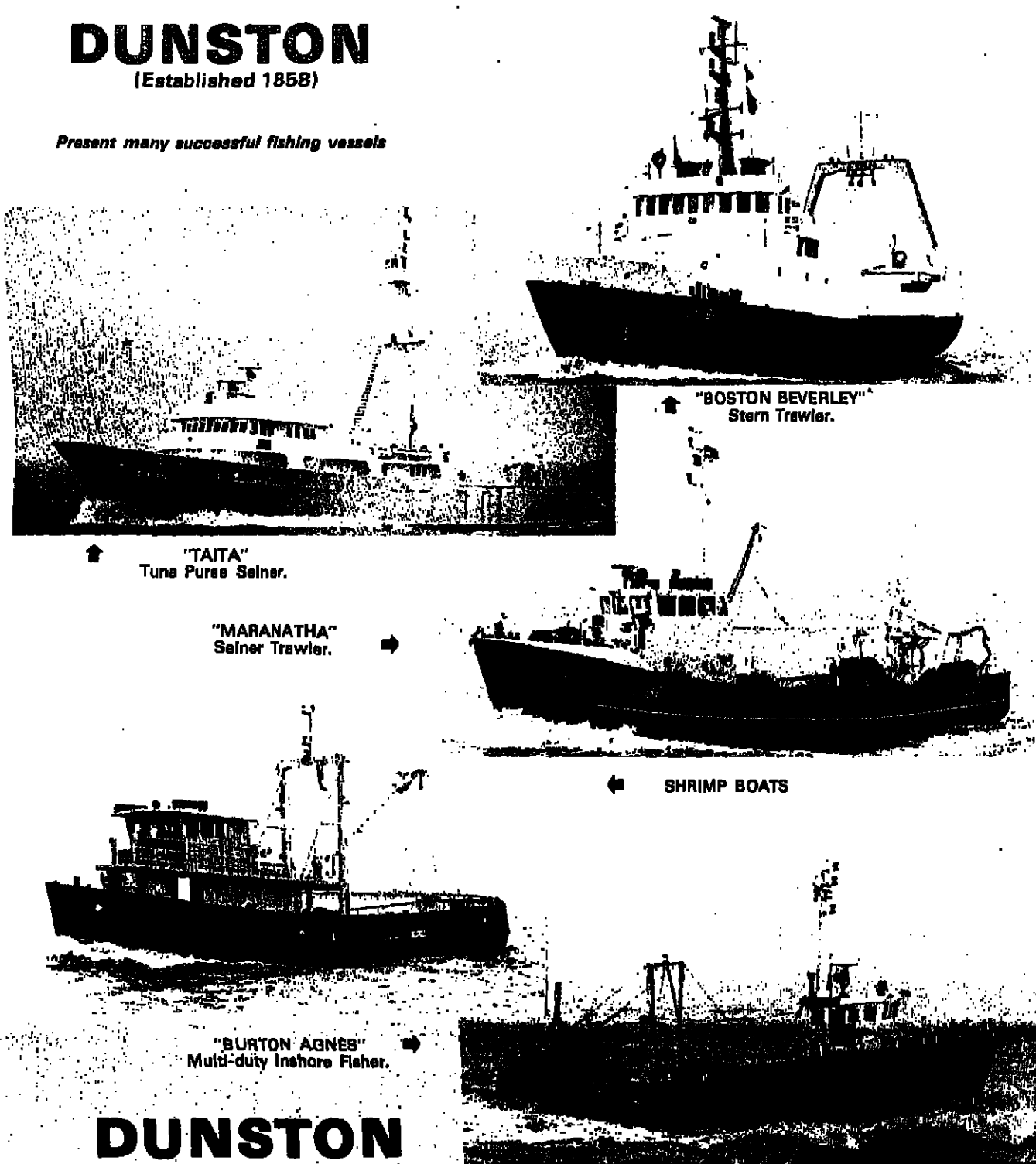
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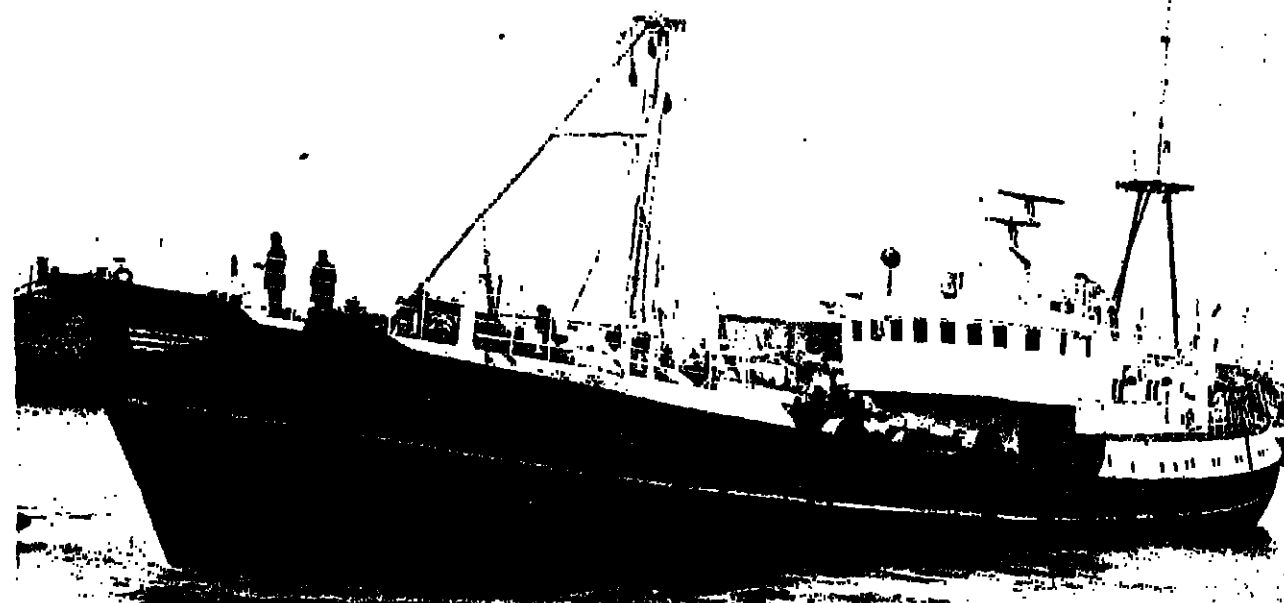
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BOSTON DEEP SEA FISHERIES



ONE OF the oldest firms on Humberide, being formed in 1885 at Boston, Lincolnshire, Boston Deep Sea Fisheries Ltd. first came to Hull in 1937. It purchased the St. Andrew's Steam Fishing Co. Ltd., an established Hull firm, and the company transferred its head office from Fleetwood to Hull during 1962.

The Boston Group has never been afraid to re-invest in new vessels and it is one of the tragedies of the present distant water dilemma over limits that the company has nearly half its motor trawlers at Grimsby laid up — and it may have to make further

economies this year.

Boston's pulled out of the wet fish side at Hull last year, apart from a ten-strong seiner fleet, and now works wet fish distant water trawlers from Grimsby and four modern freezer trawlers from Hull, plus the seiners.

Boston Concord (above) was quite recently one of Grimsby's top wet fish side trawlers. Now, she is tied up with nowhere to fish. Her owners, Boston, were founded way back in 1885 at the Lincolnshire port of Boston.

BRITISH UNITED TRAWLERS

THE PUBLIC company British United Trawlers is the newest and largest trawler owning concern on Humberide. It was formed on July 1, 1969, from an amalgamation of Associated Fisheries and Ross Group trawling interests in Hull, Grimsby, Fleetwood and Granton.

together under the management of Hellyer's.

In Grimsby, Ross Trawlers Ltd., Ross Freezer Trawlers Ltd., G. F. Sleight & Sons Ltd., the Queen Steam Fishing Co. Ltd. and Northern Trawlers Ltd. joined forces with Northern Trawlers as managers.

Subsequently, Northern Trawlers became British United Trawlers (Grimsby)

Ltd. The amalgamation was effected under the auspices of the Industrial Reorganisation Corporation.

Since BUT came into being its distant water fleets at Hull and Grimsby have been savagely hit by the end of the steam era and inflation. Numbers have fallen from 88 wet fishers in 1969 to 31 (not all operational) in 1977.

The company's head office

SURVIVORS

From page 12

70, but the main processing factory, employing around 400, is at Hull.

The company, with a high degree of mechanisation, is capable of processing 100 tons of fish per day and marketing it, both fresh and frozen, from large bulk catering packs to small retail ones under the Marr label.

The company also has a thriving export market for its fish products distributed throughout Europe, Australia, America and the Middle East, but the British housewife is not forgotten. Marr's now produce special economy freezer packs as well as supplying many friers with frozen fish.

Vital to the continuity of these products is the supply of fish and, here, the cold store plays a key role.

From the beginning Marr's wanted to control the storage of frozen fish once it was landed and it acquired the old-established Andrew Johnson Knudtzon Ltd. import/export company. In 1957 work began on a new cold store in Walcott Street which has now grown from its original capacity of 2,000 tons to one of 20,000 tons.

Scampi

Now a bonded warehouse, it not only stores Marr-caught fish but a whole range of other products, including vegetables, meat and butter plus luxury lines like scampi, salmon and prawns. They are imported through the Andrew Johnson Knudtzon connection, still being in contact with all the major fish exporters throughout the world.

Another important link in the Marr chain of companies is Junella Foods Ltd., the Hull factory where sea frozen fish is thawed-out by means of air velocity, rigidly controlled at a moderate temperature, over a four-hour thawing cycle (the same length of time it takes to freeze the fish).

Depots

Marr's devised its own system so that it would not spoil the fish; it does the task fast and cheaply, without damage or loss in quality.

Marr's shore-based subsidiaries are completed by Jacmil Transport Ltd. The company has always been well aware of the great need to ensure its products reach merchants, wholesalers and housewives throughout the country in prime condition and it has built up Jacmil at Hull and a whole system of inland depots.

Today, the company comprises of some 120 vehicles, ranging from 32-ton refrigerated units for distribution from Hull to the depots, down to 15 cwt. vans for delivery to individual customers.

Marr has its own garage facilities to service the fleet at the Flyover Service Station, Hull, which also provides service to other local companies and the public.

Over the years J. Marr & Son Ltd. has achieved an impressive list of 'firsts' of which it is justly proud. It still cures fish just as Joseph Marr did over 100 years ago and, in this Royal Jubilee year, it is also appropriate that J. Marr & Son Ltd. should celebrate 75 years of unbroken service to the fishing industry.

June 10, 1977

FISHING NEWS

CONSOLIDATED FISHERIES

ONE OF Grimsby's three distant water operators, Consolidated Fisheries Ltd. came into being shortly after the turn of the century through a merger.

The fleets brought together were those of Hagerup, Doughty & Co Ltd. and the Monarch Steam Fishing Co. Ltd., two ailing Grimsby steam trawler owners on the brink of liquidation.

In a desperate attempt to keep both companies going, plus a shipbuilding firm and an ice factory, Grimsby's MP, George Doughty, introduced John Maraden (later Sir John Maraden, Baronet) to the trade in 1901. By skilful re-organisation he succeeded in 'consolidating' the interests, finally forming the Consolidated Steam Fishing & Ice Co. (Grimsby) Ltd. in 1905.

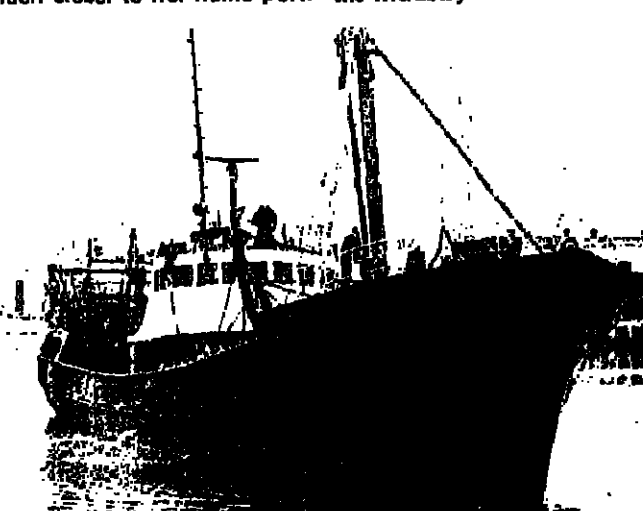
The firm went from strength to strength under the guidance of Sir John and built and bought on a vast scale. In the early 1920s, with

branches at Lowestoft and Swansea, it operated a fleet of over 150 steam trawlers and more than half of these were based at Grimsby.

Throughout its long career members of the Maraden family have always played a large part in the operation of 'Consol's' and, today, Nigel Maraden is at the helm as managing director.

Recently the company converted three of its former distant water 140 ft. trawlers, all named after footballing teams, into multi-role vessels to meet the changes within the industry.

Below: Consolidated's *Carlisle*, a former distant water ship, has recently been hunting sandeels much closer to her home port.



Top: Consolidated's *Crystal Palace*, before her conversion into a multi-role trawler. Above: the 222ft. *Ross* and *Revenge*, owned by BUT, is the largest wet fish trawler working from Humberide.

BUT has recently invested in a new fisheries venture in Australia and is putting the Hull freezer *Othello*, *Oraino* and *Cassio* 'down under' as part of the deal.

The company also operates trawlers from Fleetwood and Aberdeen and has extensive interests throughout the UK in ship repairing, engineering and a host of shore activities. This includes the UK agency for German Bader fish processing machines at Hull.

NEWINGTON

NEWINGTON Trawlers Ltd. of Hull was founded as the Newington Steam Trawling Co. Ltd. in 1912, adopting its present name when motor trawlers started to outnumber the steamers.

The company is probably Hull's best-known wet fish concern because of a string of mammoth deep water grossing records which have hit the national headlines.

It now operates just three crack distant water trawlers, including Hull's only two wet fish stern trawlers *Hammond* (built in 1973) and *C. S. Forester* (1969), the latter holding the national grossing record of £92,434 set up at the end of April.

Completing the trio is the sidewinder *Somerset* Maugham, probably the most successful such vessel ever to

Burton Pidsa is working out of Grimsby as a pair trawler. She is one of a series of inshore boats ordered recently by Newington.

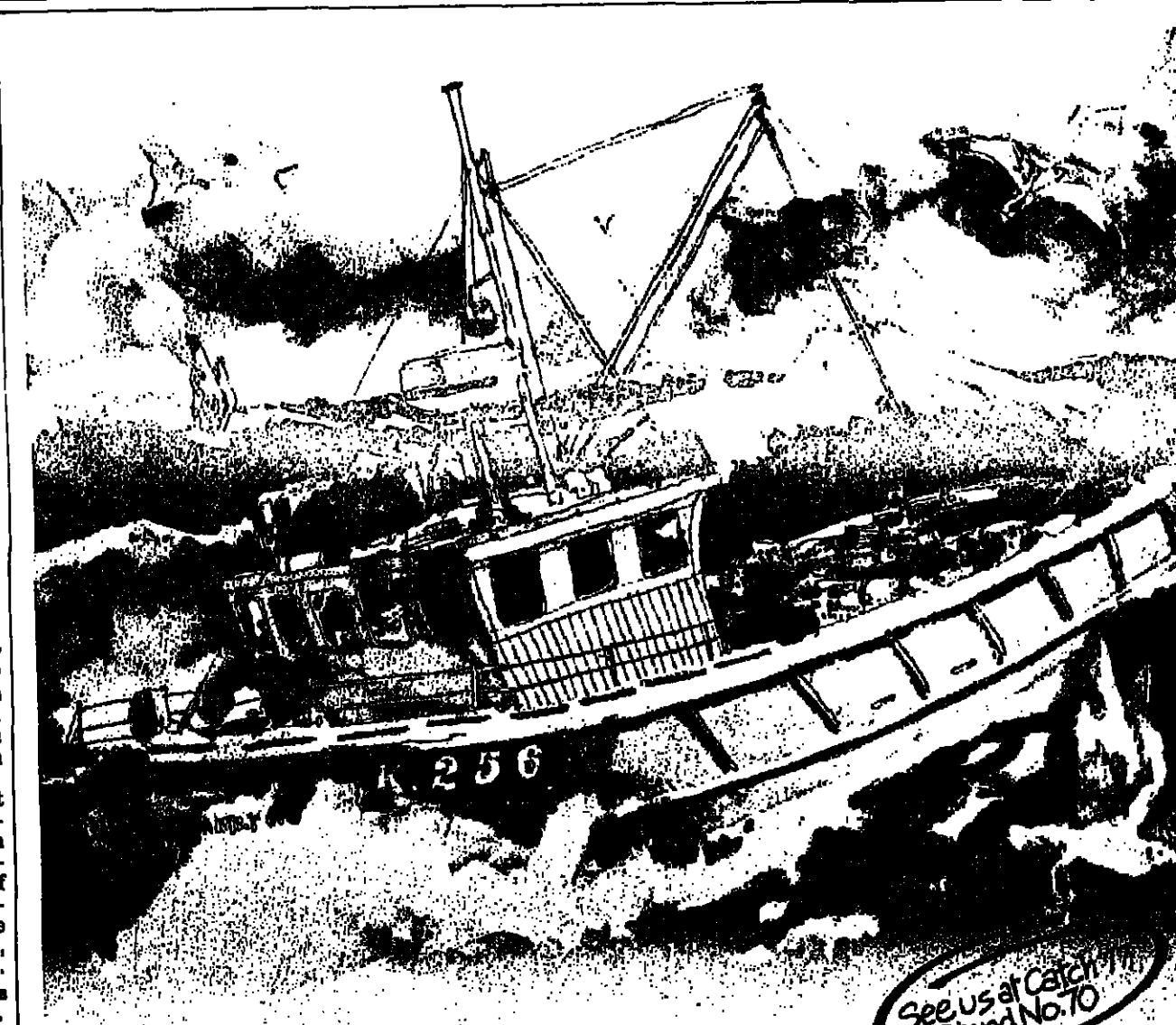
fish out of Hull. She has been a record breaker and trophy winner many times.

The company has always had an average of about six distant waters trawlers, all named after famous authors, but owing to the dwindling opportunities in these areas it diversified on to the smaller vessels in 1973.

It now operates *Cherry Burton*, *Burton Constable* and *Burton Lonsdale* from North Shields, while *Burton Agnes* and *Burton Pidsa* work as a pair trawling team from Grimsby.

Mike Burton, the present managing director and chairman, is the third generation of the family to hold this position. He is also president of the British Fishing Federation and chairman of the Grimsby small boat agency, Danbrit (Fish Salesmen) Ltd.

Burton Pidsa is working out of Grimsby as a pair trawler. She is one of a series of inshore boats ordered recently by Newington.



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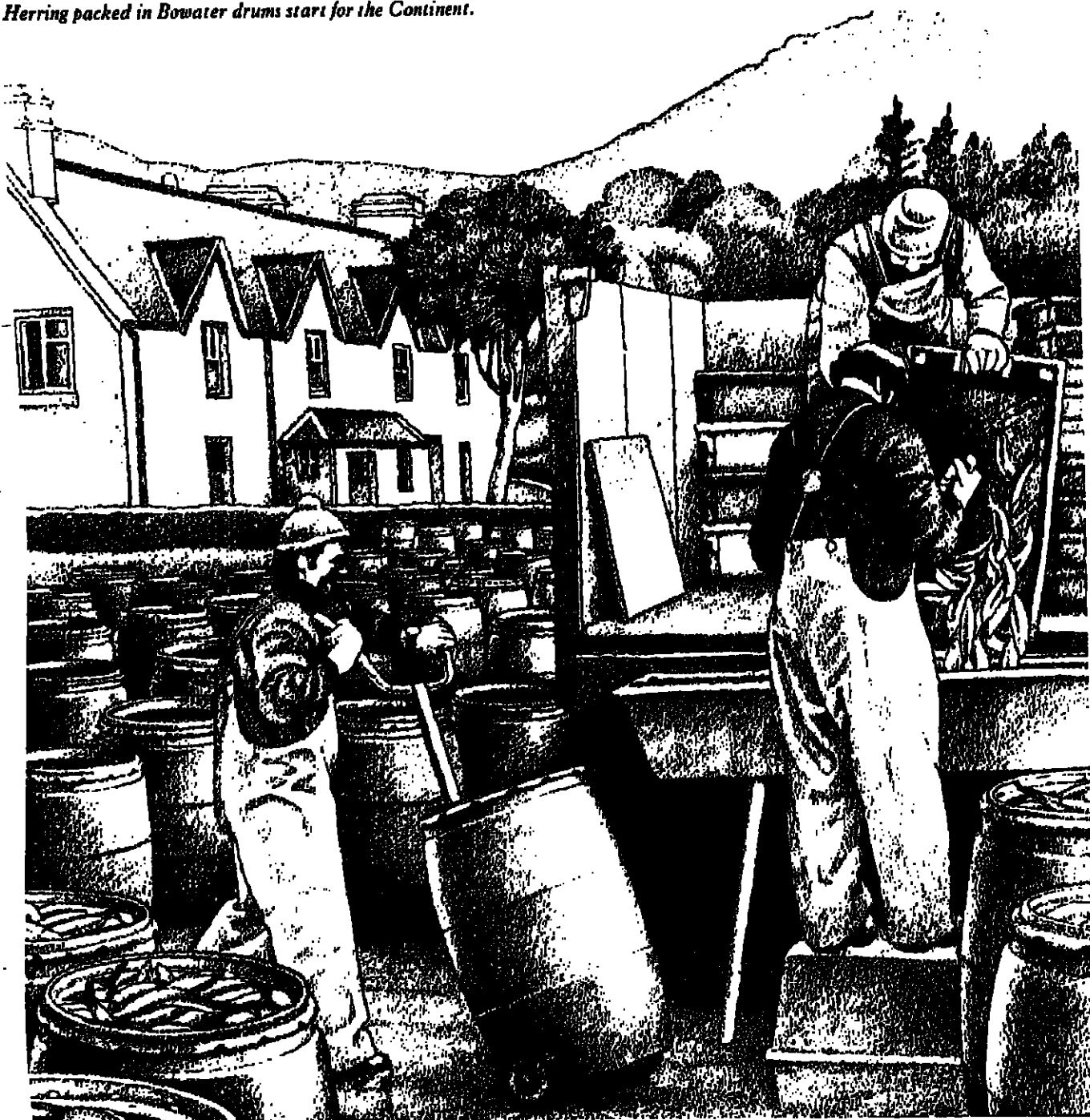
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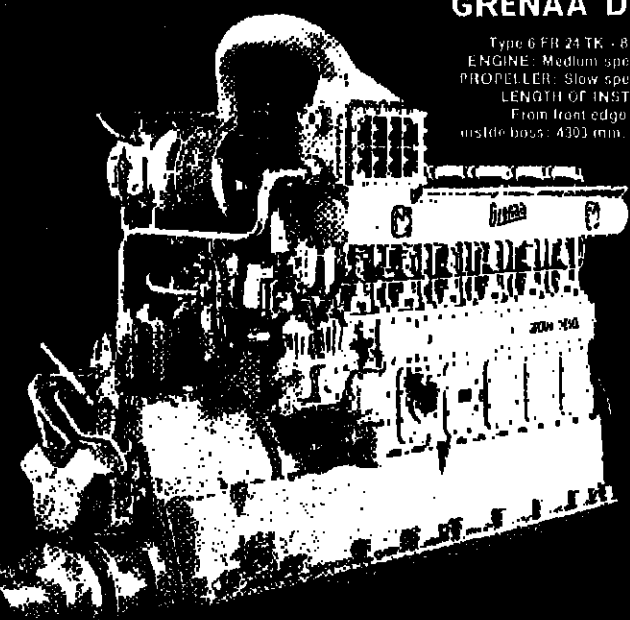
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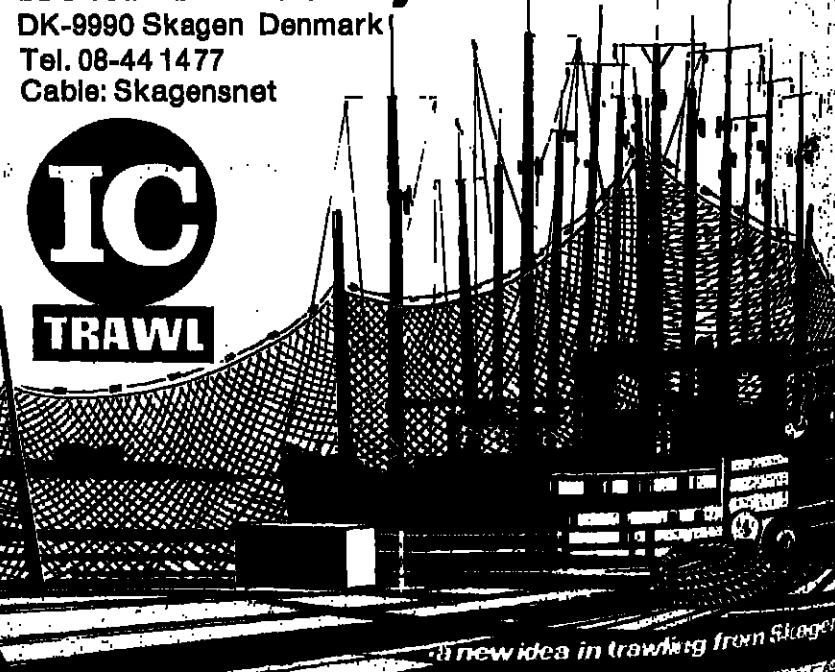
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SURVIVORS

From page 15



Left: Boyd Line invested in the largest ships in the British distant water fleet. *Arctic Explorer*, and her sister-ship *Arctic Galliard*, are 280ft. long. They are both Pollock-bull.

BOYD LINE

THE STORY of Boyd Line began in 1937 when Thomas Boyd of Hull, the managing director of Thomas Hamling & Co. Ltd., branched out on his own.

He had an initial capital of £40,000 — enough to buy three new steam trawlers to fish distant waters. Their names, *Arctic Ranger*, *Arctic Pioneer* and *Arctic Explorer*, typified the venture and the firm has retained the prefix 'Arctic'.

In 1950 Thomas Boyd died and the firm was handed on to the legendary Thomas W. Boyd, senior. He was co-opted on to the board of AF and for several years managed its

FRESH AND FROZEN FISH LANDED BY UK-OWNER VESSELS ON HUMBERSIDE

(Source: Sea Fisheries Statistical Tables: HMSO)

YEAR	GRIMSBY	HULL
1970	3,148,987 cwt. worth £15,148,173	3,876,230 cwt. worth £18,054,308
1971	2,928,867 cwt. worth £16,221,668	3,262,130 cwt. worth £13,987,131
1972	2,727,326 cwt. worth £20,318,486	2,789,963 cwt. worth £18,226,070
1973	2,499,256 cwt. worth £26,837,622	2,800,649 cwt. worth £29,190,234
1974	2,686,054 cwt. worth £28,418,469	2,797,832 cwt. worth £28,643,170
1975	2,111,220 cwt. worth £25,881,980	2,478,563 cwt. worth £30,088,046
1976	2,039,920 cwt. worth £33,283,205	2,185,960 cwt. worth £37,185,623

Lord Line Ltd. at Hull, before the fleet was split between the two Humber ports in 1963.

The firm suffered heavily when its steam trawlers became uneconomical relatively recently and it now operates just four distant water trawlers and four

freezers. Early in 1977 it went inshore when it bought out the Grenaa Fishing Co. Ltd. of Grimsby. Now, it works

two pair trawlers and two anchor-seiners through the Danbrit agency at the port. The deal was put through by Thomas W. Boyd, junior, the present managing director, and he has brought many new ideas to this much-respected company.

Boyd's also own William Liston of Granton, operating eight freshers, and has a sizeable share in Hull Cold Stores Ltd.

LINDSEY

LINDSEY Trawlers Ltd. is the last owning company on Humberside with a fleet of North Sea trawlers.

Lovden and Lofoten, at 106 ft., are the smallest vessels presently fishing from the firm's Grimsby base.

Another very old company, founded by the famous Bacon family, it can trace its roots back to the days of sailing smacks when Edwin Bacon was a prominent owner.

Over the years the company has built up a remarkable reputation for quality North Sea fish, probably unsurpassed by any other trawler owner.

It bought out Grimsby's first steam trawler owning company in 1921 and has always been alive to fresh developments within the industry.

In addition to its present fleet of six trawlers the firm runs the Dolphin Fish Sailing Co. Ltd., which numbers fish processing, freezing and curing — as well as an agency for inshore trawlers — among its many interests.

HAMLING

THOMAS Hamling & Co. Ltd., another very old Hull firm, was originally North Sea specialists.

It moved into distant water fishing and was one of the companies which pioneered Bear Island.

The recent eclipse of steam on Humberside hit Hamlings hard and has reduced its fleet of wet fishers to three motor trawlers; the worst situation since the last war when, at one time, its entire fleet was requisitioned by the Admiralty.

The company, established in 1893, also operates four freezer trawlers.

A brief look at fishing in Hull

HULL and East Coast Fishing by Gordon Pearson is an impressive booklet produced by Hull Town Docks Museum in a popular series about the Humber port's many nautical faces.

In the space available Gordon Pearson has put together a very readable study.

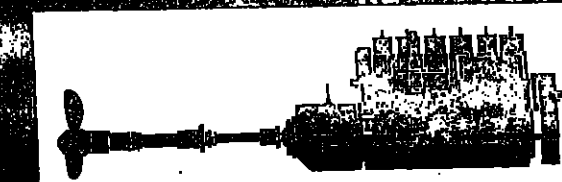
The booklet covers a wide field, including a brief historical background, the Pull shrimpers, 'fleeting', trawling and drifting, the Russian Outrage, fishing techniques, etc.

As an introduction to the Hull fishing industry, Gordon Pearson's booklet fills a long felt want and is good value at 40p (68p by post).

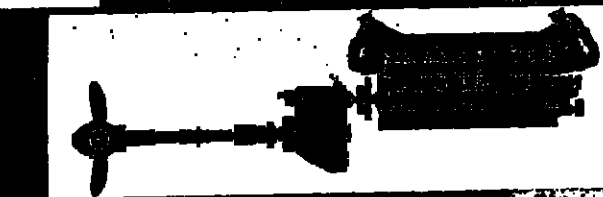
Copies are available from: The Town Docks Museum, Victoria Square, Hull, North Humberside.

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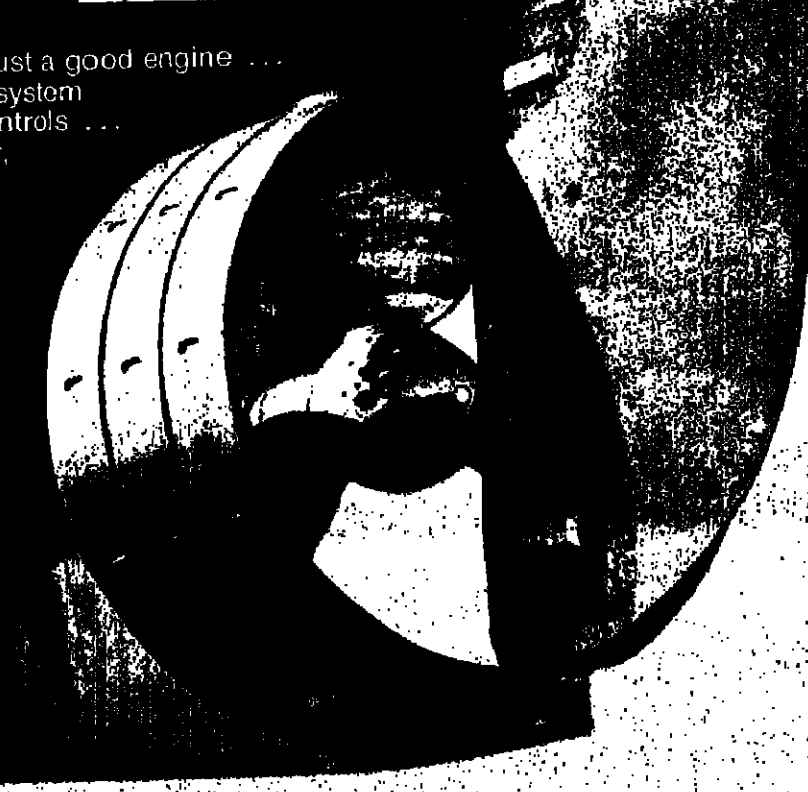


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Preview

From page 19

throughput this machine mainly handles small fish, especially whiting but also mackerel and smaller white fish of 25-45cm total fish length.

The fish are placed into a chain and pass through the combined cutting and ejecting tools. The depth of cut is controlled by each individual fish. The machine handles around 60 fish per minute.

Bader 82 bone cutter for white fish. After the filleting procedure two horizontal circular knives perform cuts closely above the backbone. On separate chutes the bone sections are transported for further processing.

For the great number of white fish filleting machines without bone cutter a separate Bader 82 machine is now available.

The Bader 82 is designed for easy operation. In combination with a bone separator, for instance Bader 684 or 695, it is an important supplement for maximum yield.

The Bader 51 skinning machine is a new development. The features of this machine are its quiet operation and wide construction so that fillets can be placed side by side, increasing throughput.

The machine is capable of skinning species of all sizes from white fish, perch or similar species without initial cut and the silver skin remains on the fillet.

The Bader 134 machine for filleting small herring and sardines, will be included in the display.

MacAllister-Carvall. This firm is now making a big push to firmly establish its presence in the British fishing boat scene.

A 40-footer based on the firm's MacBoat hull kit has been completed by the Mevagish Boatyard in Ireland and now a full fitting out service in the UK is being offered.

The New Milton, Hampshire, based firm has just merged with the old established Dixon Kerly yard at Maldon, Essex, and the first ferro-cement boat from the tie-up — a MacBoat 24 — will be at the show.

MacAllister-Carvall will also be showing designs of hulls it can build, pictures of completed boats. There will be a sequence of photographs showing a MacBoat 24 under construction, too.

Dixon Kerly has concentrated on the repair and maintenance of commercial craft over the past ten years, but will be making a return to boatbuilding following the merger. Hulls will also be available for home completion.

T & H Fire Extinguisher Co. Ltd. From 12 branches throughout the UK, this firm offers a complete service for all fire and safety equipment to shipping. Each branch has facilities for refilling portable extinguishers and liferaft cylinders.

Included in the stand display will be extinguishers and cylinders showing the various stages of reconditioning, protective suits and breathing apparatus.

Deutz Engines Ltd. Five compact engines will be on display.

At the top end of the power range is the type SBA6M 625 developing 870 hp at 900 rpm. This is a freshwater cooled 4 stroke, turbocharged and intercooled

SAILING IN

A YACHT which acts as a service craft for the Norwegian fishing fleet will double as a floating display for a range of navigational equipment.

Organised by Salt Electronics of Barking, Essex, which is sole distributor of the Robertson of Norway equipment, the yacht *Navisoren* is 54 ft. long and is expected to berth in Albert Dock.

Included in this floating display will be the Marine autopilot, AP30 and AP7 autopilots; SKR80 gyrocompass; Kongsberg KVO 1000 Omega Receiver — and the Robertson VHF 100.

Timothy Tuson, sales manager of Salt Electronics who will also have a stand in the main exhibition tent, said that the objective of the boat is to provide "specifically interested parties with a means of seeing the Robertson range in situ". This will not detract from the firm's main stand.

A number of demonstrations will be organised, however, the timing of which will depend upon the tides and dock gates.

Tickets can be obtained either from Salt Electronics' stand at the exhibition, or direct from Timothy Tuson, sales manager, Salt Electronics Ltd, 31 River Road, Barking, Essex. Telephone: 01-594-5642.

unit, complete with engine driven lub. oil pump, freshwater pump and seawater pump.

With similar specification is the type BA12M 816 engine developing 620 bhp at 1500 rpm with close coupled reverse reduction gearbox.

Three water-cooled engines are featured: The type F8L 413 developing 236 bhp at 2500 rpm is a turbocharged, 4 stroke version with engine driven cooling fan and integral lub. oil pump and cooler.

Type F4L 912 develops 63 bhp at 2150 rpm with the same specification.

Type F2L 411D developing 24 bhp at 2000 rpm, is an air cooled 4 stroke, with engine driven cooling fan and integral lub. oil pump and cooler.

British Marine Equipment Council. The Fishing Division will be manning an information stand.

BMEC is the marine equipment industry's own trade association and the stand will be publicising the aims of the Division, and will have available publicity information from many Members of the Division who are unable to exhibit.

Clare's Carlton Ltd. A comprehensive range of men's protective clothing including Sea-Mac, Trawlerman and Shetlander, fishing garments. Also on display will be boiler suits, donkey jackets and a wide variety of quality workwear.

Hugh Norman (Marine Sales) Ltd., represents a number of Scandinavian Fishing Gear manufacturers including: Scanmarin and Saganet of Norway, and the Danish firms Pantherplast and Dantrawl.

On display will be various types of inflatable floats and fenders as well as gill net floats.

Netting samples covering many methods of fishing from purse seining to gill netting.

Floatline and leadline for salmon nets.

Trawl floats from 5in to 11in including some capable of use down to 1500 metres.

Trawl Equipment (Aberdeen) Ltd. A full range of the 'REAL' rubber ground rope bobbins and also some examples of custom-built fendering.

Featured will be a new addition to the range a 10 in diam, 21 in diam, wheeltube bobbins of solid rubber construction.

Scarborough Boats Ltd. will be represented on the North Sea Winches stand and on display will be a model of the firm's 35 ft. GRP hull.

The head of Scarborough Boats, John Shearer, told *Fishing News* he is hoping to hook the first order to mould a 35 ft. long hull at the show. Features of the 1:12 scale model on show are: stern trawler layout, forward wheelhouse, whaleback and mini North Sea Winches winch.

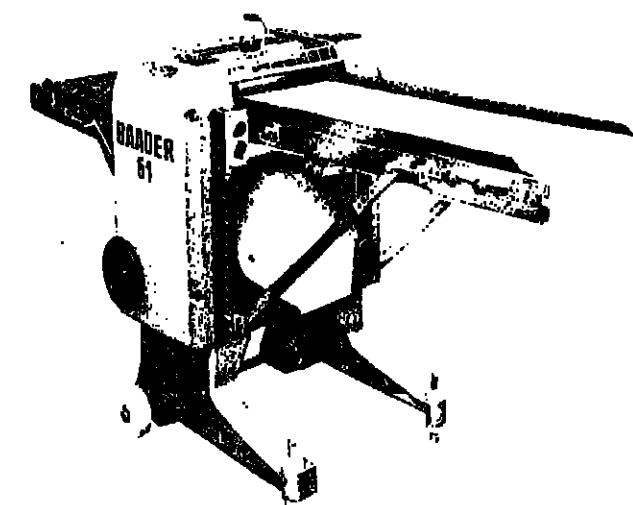
Mr. Shearer's yard has recently completed a Saltram 24 GRP hull and has an order for a Treeve Marine 25 for potting and trammel netting.

The firm's 35-footer has been designed for trawling and is based on modern Scottish keel boat lines, with a deep draft. Hulls and fitted out craft are being offered.

European Marine & Machinery Agencies. Agents in UK and Eire for Eisenwerke Reintjes, West German manufacturers of marine gearboxes up to 10,000 bhp and J. W. Berg of Sweden, manufacturers of controllable pitch propellers up to 10,000 shp.

On display will be a Reintjes reduction gear with inbuilt oil operated clutch type VAL 1040/3:1 with a maximum capacity of 1150 bhp at input speed 1000 rpm. This gear is connected to a Berg controllable pitch propeller type

The MacBoat 24 (above and above right) due to be on display at Catch 77 under construction at the Dixon Kerly yard at Maldon, Essex. Below: just added to the range — the Bader 51 skinning machine.



440 D/S with control equipment. The propeller diameter of 1750 mm is capable of absorbing the above power at 333 rpm (approx).

Also featured will be a cutaway model of a Reintjes reverse reduction gear type BGA 200 with a maximum capacity of 380 bhp/1800 rpm.

Campbeltown Shipyard. Designs for two new steel fishing vessels — an 80 ft seiner/pair trawler and an 85 ft stern trawler — will be exhibited for the first time.

The *Campbeltown 80 Mark II* is a development of an earlier design which has proved very successful. There are now 16 Campbeltown 80s in service with the Scottish and Irish fishing fleets.

The *Campbeltown 85 ST* is a completely new stern trawler design. It will be shown beside the Campbeltown 87 ST of which three vessels being built for Faroese owners.

Bridport-Gundry Ltd. Featured will be a range of Jackson trawl and seine nets; Polyform range of buoys and fenders; caging service for fish farmers, plus B-G nets and netting.

On hand with the popular Jackson trawls and seines, will be Arthur Buchan, the

Below: BCF containers from T and H Fire Extinguishers being refilled. More details on the firm's stand. Above right: one of the Reintjes gearboxes to be on show — the Type BGA. Right: Sea-Mac trawlerman's smock and trousers from Clare's Carlton.



well-known trawlermaker from Peterhead.

Norman Ollerton, the B-G Marine sales manager will be leading his team of salesmen at the exhibition which will include Kevin Green, a practical net maker, whose area includes Hull.

Protective paints for fishing vessels will be featured. Special panels will be on show coated with recommended specifications for various parts of a vessel.

The display will include panels with special properties such as the DTL approved fire retardant paint, used in engine rooms and crews quarters — such paints are now obligatory under the new Ministry regulations.

For owners of wooden vessels — advice on how to combat the menace of marine borers will be given.

B. Cooke & Son Ltd. manufacturers of precision navigational instruments have been enjoying a big demand for their compasses and sextants, plus the temperature and pressure measurement equipment.

They will be exhibiting Humber & York reflector binnacle and compass, Azimuth Mirrors, Kongsberg and Mk II survey microscopes, sextants; Pelorus; electronic aids; echo sounders; radio DF; marine chronometers and timepieces; binoculars; barometers; admiralty charts and hydrographic publications; ships logs; barometers; pressure gauges and survey levels and other navigation aids for which they are distributors.

W. G. Bingham & Co. Ltd. Hoses, couplings and manifolds for marine use are just one of the items supplied by the Hull-based firm.

Plastic and nylon belting and even rubber wheels to launch a boat.

Bowater Packaging. A range of open top containers, blow moulded from high density polyethylene, extends from 60 to 120 litres. The 60 and 90 litre models corresponding half and full barrel sizes traditionally in the fishing industry. These are being increasingly replaced by wooden barrels for brine and distribution.

White Authority/Herring Industry Board. 'Saving a changing industry', will be the theme of this stand. Information on current activities will be displayed in placard form and a comprehensive range of literature will be available.

Underutilised resources, alternative fishing methods, marine fish farming and training will be among some of the important subjects presented.

A wide range of Kingfisher Charts will be on sale at the stand, and orders will be taken for the Kingfisher Box of Tows.

Tasty portions of the whiting or mackerel will be available and there will be recipes for a number of fish dishes.

Throughout the exhibition staff will be on hand to discuss research and development work, training, grants and loans, publicity, promotion, and consulting services. If required arrangements will also be made for visits to the nearby Industrial Development Ltd. for talks with other WIS specialists.

The Fisheries Training Centre and Flume Tank, Manchester Street will be open to visitors from 2.15 p.m. each day of the exhibition. There you will be able to inspect this remarkable facility and see large-scale model trawls demonstrated.

Transport to the Centre will be available at the exhibition.

The international experience and expertise gained by SALT ELECTRONICS is now available to the U.K. fishing industry. In addition to our 400 service centres throughout the world, we have established a network of service centres covering the U.K., whose staff are fully aware of the problems and needs of your industry. A whole range of our equipment is on show, and in addition the demonstration saltings during the period of the exhibition, enabling you to see a range of Robertson equipment in use under working conditions.

1.ER4250 A new fully synthesized 400 watt Radiotelephone providing up to 266 programmed transmitter channels freely distributed in the maritime bands between 1.6 and 27 MHz.

2.ER400 A 400 watt Radiotelephone for telephony covering the frequency range of 1.6 to 26 MHz of which 82 transmit frequencies and 92 receive crystal control frequencies can be accommodated. An optional extra is a continuous tuning receiver.

3.ER210 and ER410 200 and 400 watt Radiotelephones respectively, providing 30 channels in the frequency range of 1.6 to 4.2 MHz and also including a fully tuneable receiver for weather broadcasts, navigational warnings and navigational beacons.

4.EUROPA I A small 36 channel transceiver which provides 160 watts PEP and comes in three varieties, 1.6 to 4 MHz, 1.6 to 18 MHz and 4 to 18 MHz.

5.THE D82 A fully synthesized 55 channel V.H.F. with a 26 watt output, also a full simplex and duplex single aerial transceiver.

6.MULTI SEAVOICE 55 channel V.H.F. transceiver has facilities for fitting private channels and dual watch.

7.SEAVOICE V.H.F. RADIO-TELEPHONE TYPE RT100 12 channel 20 watt output reducible to 1 watt comes fitted with channel 6, 8, 12, 14, 16, 25, 26 and 27.

8.ROBERTSON V.H.F. 100 Fully synthesized 55 channel V.H.F. 20 watt output.

9.MARINETTA IV EMERGENCY TRANS RECEIVER FOR SURVIVAL CRAFT Designed for transmission and reception of three international maritime distress or emergency frequencies 500, 2182 and 8364 KHz. The Marietta IV provides 2 way radio communication by telephony or telephony from a lifeboat or a liferaft.

10.MUIRHEAD K449 WEATHER CHART RECORDERS (Not illustrated) Can be operated in various WMO scanning speeds of 60, 90 and 120 with a further speed of 180 or 240 revs per minute. Apart from weather chart recording, it may also be used for news and document use.

11.XH6110A Ships Telenav with error correction system for fast efficient error free and secure transmission and reception of messages and can be used with almost any single sideband transceiver.

12.TRACOR SATELLITE NAVIGATOR An automatic all weather navigation device for use anywhere in the world with an accuracy to within .1 nautical miles with each satellite fix. Large easy to read display of latitude, longitude, GMT, speed, heading, great circle and Rhumb line distance and bearing to selected destination.

13.THE TRACOR OMEGA NAVIGATOR II The complete Omega navigation system will utilise 8 transmitting stations and provide worldwide navigation under nearly all weather conditions, absolute accuracies of 1 to 2 nautical miles are typically realised.

14.LORAN C MODEL 7100 This Loran with its inbuilt computer provides direct readout in latitude and longitude plus course and distance to destination and including built in self test facility, typical accuracy is .01 of a nautical mile of latitude and longitude.

15.KVO 1000 OMEGA Provides a digital display of latitude and longitude with a time, date, speed and course readout. No Omega charts and correction tables required and once initially set up will provide an accurate estimated position to within 1 - 2 nautical miles.

16.GR 2735 (Not illustrated) A fully automatic Radio Direction Finder. Complete with loop aerial and external loud-speaker.

17.AUTO PILOT TYPE AP30 Ideally suited to small craft up to eighty feet in length using hydraulic or electrical steering system and incorporates a compass sensor for steering from the boat's main steering compass.

18.AUTO PILOT AP7 Complete automatic steering system for use from magnetic or gyro compasses and can provide coupling to almost any type of steering system. It can be operated in the follow up or

SAIT

brings the experience of 76 years in marine electronics to the fishing industry

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non follow up electrical steering configuration and together with the SKR80 or other suitable gyro, makes a complete steering system.

19.GYRO COMPASS SKR80 The SKR80 is one of the most modern gyro compasses to be used in maritime applications. No floatation liquids ballistics gears mechanical links or taution wires are required and with on board calibration, no scheduled maintenance is required.

20.ELECTRONIC LABORATORIES. SEAVEYOR A 3 kw 36 mile Radar consisting of only two units, the scanner assembly and display unit, and has the ability of operating from virtually any power supply i.e. 12, 24, 32 volts D.C. or 220 110 volts D.C. or 115/230 volts A.C.

21.THE OKI RANGE Marine radars including the NX5 or Seagle II at 3 kw, the ONX7 at 10 kw, and the ONX10 and ONX20 at 10 and 20 kw respectively. These radars, with improved reliability and especially developed for medium and small vessels, are also suitable as back-up radars for large ocean-going vessels.

Consult our technical advisory staff who look forward to seeing you on Stand No. 42 and at major Ports throughout the U.K.

STAND 42

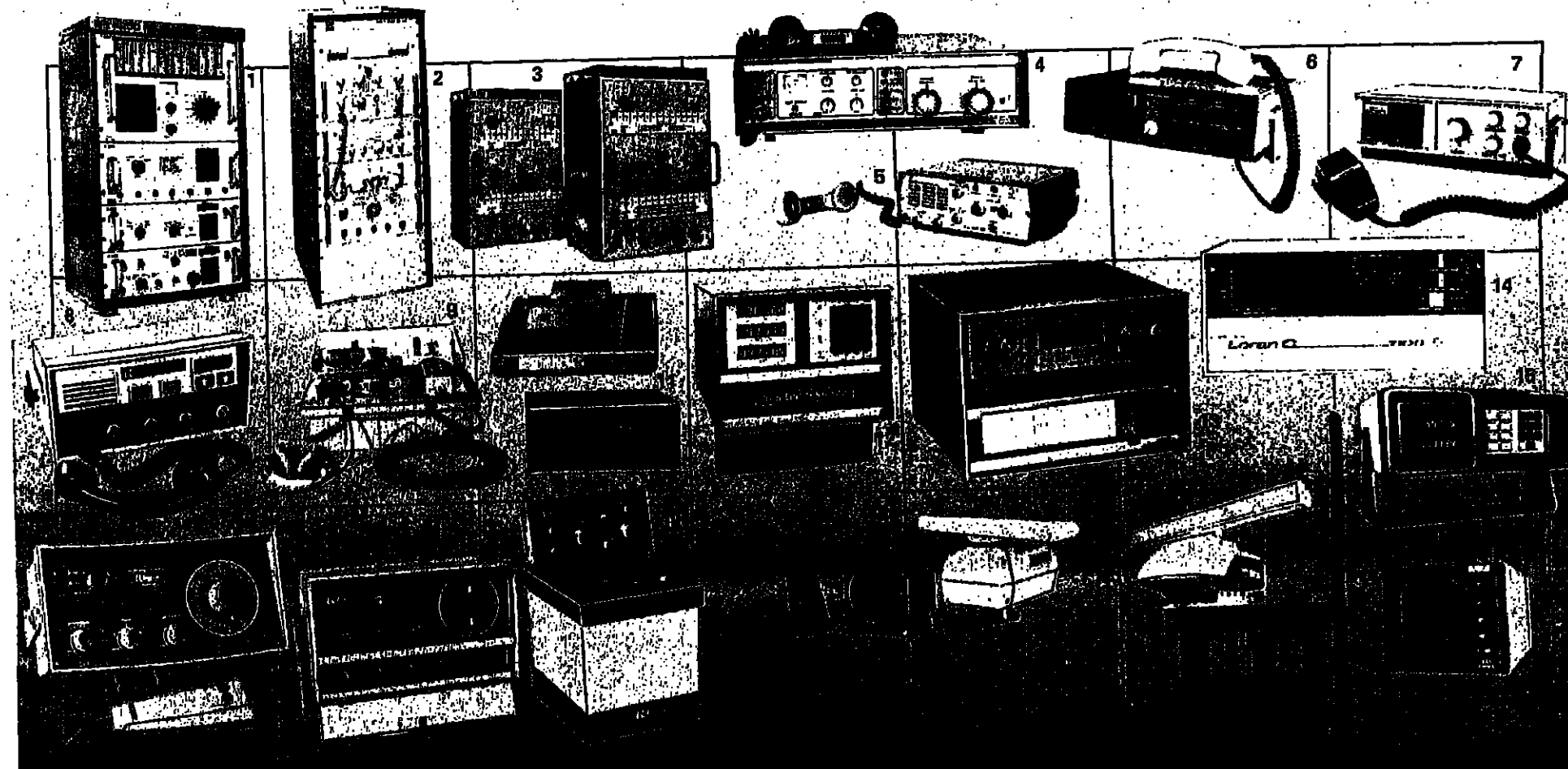
CATCH 77

SAIT ELECTRONICS

Wireless House, River Road, Barking, Essex, Tel: 01-594 5642. Telex: 897576.

SAIT

Electronics



Preview

From page 20

herring and mackerel to overseas markets.

A 24-hour turn-round on orders from the home fish processing industry, for half and full barrel sizes, is now offered. The 'tighthead' styles range from 25 litres to 210 litres.

Also displayed will be a recently introduced 25 litre square round drum. This is available with two types of closure.

Tillotson Containers. A range of dry and wet fish boxes manufactured in both solid PE fibreboard and Secor wax impregnated corrugated fibreboard.

Secor is a new board introduced into the fishing industry and is ideal for packing and stacking of wet fish in the 25 kg range. It is also suitable for freezer storage of for any goods requiring temporary open air storage.

All boxes are also available

manufactured to customers own specifications in either white or brown board — with or without lids — and printed to customers own design.

In addition, Tillotson's manufacture a Secor Pal-Box which is a palletised bulk container for open air storage and especially designed for pre-packed fish consignments to Super and Hypermarkets.

ALLIBERT. Among a wide range of plastic fish boxes to be shown will be a new 100 litre model.

Known as the 1110 container it has a capacity for 65 kg of fish and ice. Ribbed identification marks on the upper edge facilitate handling during night time landing operations.

A double reinforcing band on the upper part of the box is provided for handling by fork lift trucks, without the need for palletisation.

The 11100 container is designed to stack when full and nest when not in use.

C-Power (Marine) Ltd. Four fresh water cooled marine diesel engines from a

FISHING NEWS

BELGIAN 'FIRST'

THE FIRST ABC marine diesel engine for a new vessel in a British shipyard will be available for inspection.

The unit, a 6MDXC engine, has been sold for installation into a trawler being built by J. & G. Forbes Shipyard, Sandhaven, Scotland for Mr T. Ferguson; and is en route from the manufacturers at Ghent, Belgium.

The engine will be displayed adjacent to the exhibition at Shed 28 at the north side of the William Wright Dock.

Transport will be provided for the two-minute journey from ABD's mobile exhibition in the outside display area.

range of eight fishing and workboat engines are to be exhibited.

Based upon Ford and Leyland units, these engines develop 33 to 180 bhp and are

suitable for boats up to 75ft.

Fitted with a variety of hydraulically operated forward and reverse gearboxes to suit their applications, these engines can also accept various hydraulic and mechanical power-take-offs.

More than 3,500 C-Power engines are operating in over 30 countries.

Bridon Fibres and Plastics. A comprehensive range of polypropylene seine net ropes and general fishing ropes, together with a display of industrial fibre cordage for general usage.

The new BRIFLEX blue film polypropylene rope will be making its exhibition debut. BRIFLEX is the latest addition to the range of SEA STAR, RED STAR, SEA LEAD and VIKING fishing ropes.

In addition to fishing ropes Bridon also do a full range of synthetic trawl twine, 3 and 8 strand fibre ropes and ship's stores sundries.

Viking industrial fibre cordage covers a wide field and includes natural and man-

made fibre ropes, nylon and polyester webbing sling assemblies, industrial safety nets, "Loadfast" load securing systems and braided cords and loglines.

Cygnus Marine. This Plymouth-based GRP fishing vessel builder has completed a staggering 110 hulls in under two years and is bringing a blue 26 ft. hull to the show.

This size is now rivalling the 32-footer in popularity: some 40 GM26 hulls have been built against 42 GM32 hulls.

The stand will be outside the main tent and it is being shared with Spencer-Carter, the Cornish firm of hydraulics specialists which supplies much of the hauling equipment for the Cygnus range.

Gunwales will be fitted to the hull which is built to White Fish Authority specifications. It will be taken back to the factory for completion after the show.

Destined to be based in the Scilly Isles, the craft has been ordered by Barry Bennett who has specified a forward offset wheelhouse, Petters 30 bhp diesel and mizzen mast. Her hauler is to be Spencer-Carter 1,000 lb. capstan line/hauler model.

This is the second boat for the Scilly Isles ordered from Cygnus Marine, which will have available at the show plans and photographs of the entire Cygnus GM range — 21, 26, 32 and 36 ft. long. Director, Chris 'Fub' Brook, will be attending the show.

Self-Changing Gears Ltd. Three units from a range of hydraulically-operated forward and reverse marine gearboxes will be on show.

All units are fitted with a 'guard' device which, in the event of hydraulic failure, ensures the drive is locked in the 'ahead' position, so that the vessel can return to port.

Morep Ltd., suppliers of rope, twine, netting and chandlery are concentrating on promoting the products offered by their European partners. These will include

Warp tension meter system the Humber Electronic type — essential for pair trawling.

Gas detection equipment: "Gas Sentry" with gas shut off valve.

Wheway Watson (CM) Ltd., are manufacturers of high grade alloy steel chain, for use in deepsea and inshore trawling. Specifically designed for this application, Dragalloy chain is widely used by European fishing fleets.

Scania marine engines span an output range between 131hp and 397hp. If higher

On display will be the MRF 350 HD Mk III gearbox with a maximum rating of 276 hp at 3,600 rpm and a reduction ratio of 1.5:1. Also to be seen are the MRF 350 HD Mk III developed from the 300 range with ratios of 1.5:1, 2:1, 2.1:1, 2.2:1 and 3 gear) and 4.6:1 (2 gear).

The MRF 700 HD Mk IV gearbox is suitable for all heavy-duty operations including big trawlers. Reduction ratios are: 2:1, 2.1:1, 2.2:1, 2.3:1 and 3 gear. It is available with 2 or 3 gear reduction ratios.

R.M. Electronics Marine Ltd. will be displaying a whole range of electronics for the fisherman.

Radars from OKI of Japan and the popular Seascope 30 mile radar manufactured by Electronic Laboratories of Poole, Echo Sounders of several types from the smallest inshore type to

Wesmar sonar will be featured with the SS200 — a possible operational — together with the SS230 — frequency link up with chain read-out.

Newage Engineers Ltd. A hydraulically-actuated two-pitch propeller system, one of a range of four multi-pitch propeller systems will be featured.

Suitable for trawlers or workboats with engine powers in the range 300 bhp to 1,000 bhp, the two-pitch system offers a coarse pitch to allow economic free running and a fine pitch — which can be selected at the touch of a button on the bridge — for trawling or towing operations.

Under an agreement with German gear manufacturers, Reintjes, Newage market the system complete with a Reintjes reverse reduction gearbox. In addition the French gear company Pont-A-Mousson SA can provide twin-input, single-output gearboxes, enabling two engines to be used to drive one propeller shaft, utilising the Newage two-pitch system.

Gordian Group. A comprehensive range of polypropylene strapping equipment.

These strapping machines are being used increasingly in the fishing industry, and their compact designs and simple construction make them particularly suitable for use on factory trawlers. Among the machines to be shown is the Gordian OLM, an automatic polypropylene strapping machine. This is specially designed for use in wet conditions, and features sealed electrics, as well as being made from alloy and stainless steel parts.

Fibreboard fish box from Tillotson Containers.

fishing gear, winches and ice-making machines.

Norsenet's range of industrial trawls including the 'Hoover' bottom trawl and 'Octopus' high-lift trawl are already well-known. New trawls have been introduced for shrimp, mackerel and blue whiting. These trawls can be discussed in detail with the Norsenet representatives.

Many British vessels use Norwich hydraulic deck machinery and staff from the factory will be available to advise skippers on their particular requirements.

Two flake ice machines, one for small shore-based applications, and the other a typical marine flake ice machine for use on board a trawler, from the Dutch firm of Promac will be displayed.

A growing interest in fish hold refrigeration and on-board flake ice machines in this country is following directly the experiences of continental skippers and Promac have extensively supplied the Dutch fishing fleet with this type of equipment.

D. E. V. Engineering Ltd. will be exhibiting hydraulic warp tension meters which they have already supplied to many top inshore boats. These meters can be split for pair trawling operations.

The well-known D. E. V. 15 in. diam. pedestal power block and a derrick hoist winch will also be seen.

D. E. V. is also in the expanding rope drum market with a set of alloy reels. The North Shields seiner *Sonia* was recently fitted with the first set of these rope drums.

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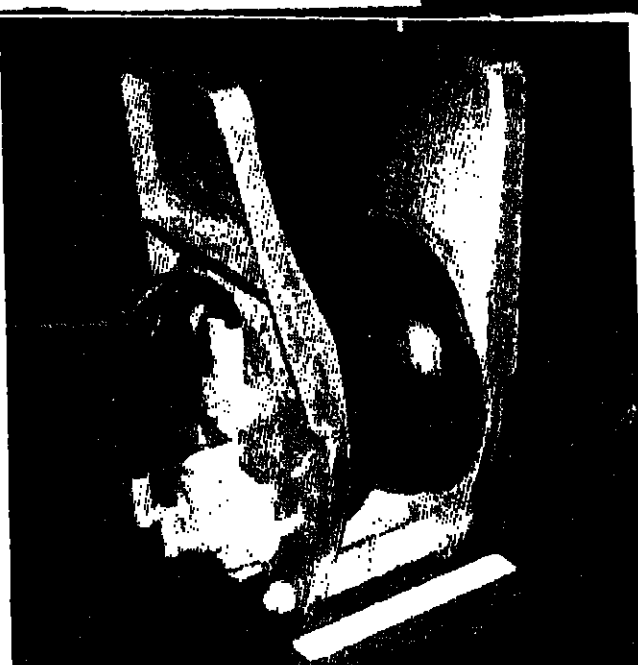
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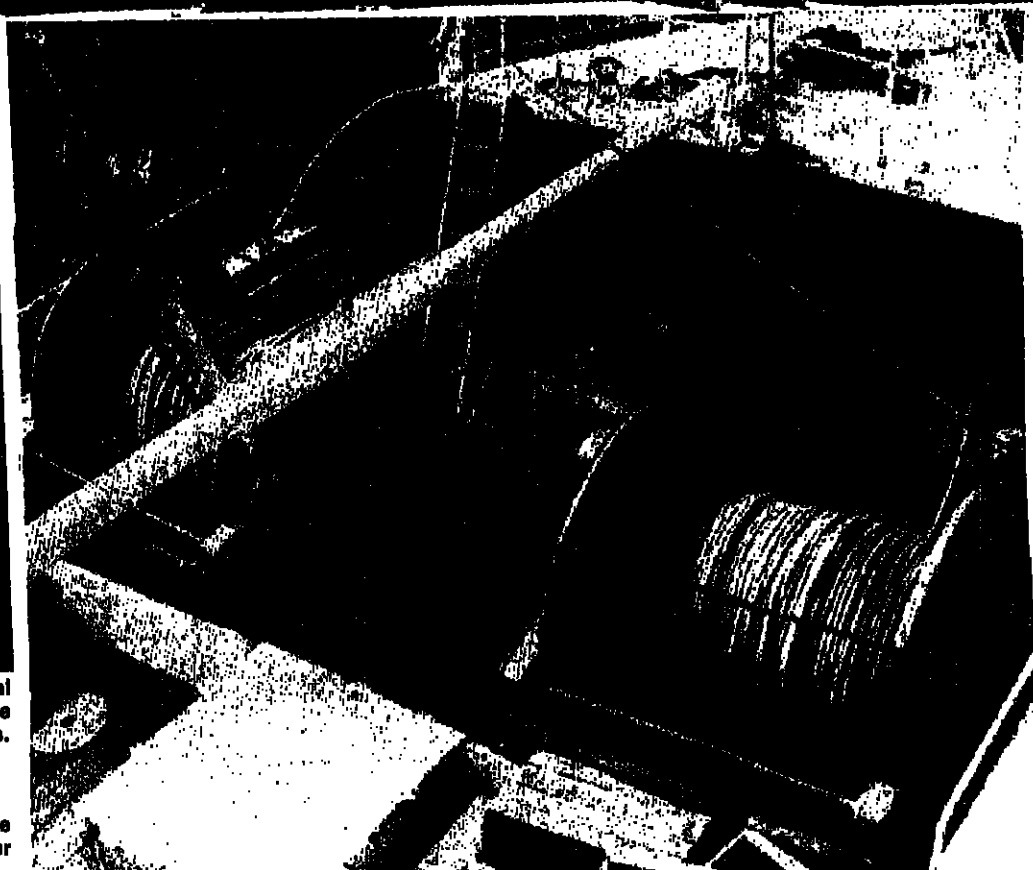
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Above: the 15 in. pedestal power block from D. E. V. The firm is based at North Shields.

Right: D. E. V.'s alloy seine rope drums aboard the seiner *Sonia*.



Right: D. E. V.'s alloy seine rope drums aboard the seiner *Sonia*.

A Newage propeller system can save enough fuel to cover its cost in a year.

Fuel economy is of paramount importance to all boat operators, but especially to the smaller enterprise where profit margins are not so wide.

So it's imperative to fit the right sort of propeller — one that is both highly efficient in operation and one that is the most economical on fuel consumption.

The Marine Propulsion Division of Newage Engineers supply a complete range of propellers, but their special strength lies in the design and manufacture of propulsion systems for the smaller type of workboat — particularly those with less than 1,200 bhp.

Until now, tugs, small fishing craft and trawlers have had to bear unnecessarily high operation costs because their propulsion systems have not been specifically designed for them.

And where these hard-working craft are concerned, not only is an unsuitable propeller uneconomical, taking into consideration differing operation conditions, but it is also wasteful in fuel and can reduce the life of the engine.

Our adjustable pitch propeller systems are designed to eliminate these problems and can be supplied with mechanical actuators to suit your existing gearbox or with gearboxes allowing pitch changes to be effected from the bridge of the vessel.

Newage solid and multi-pitch propellers are based on simple engineering principles and are designed to be totally maintenance-free. They are also easy to assemble, simple to install.

But just because we've developed more effective, more economical propeller systems, doesn't mean to say that we're content to sit back. Or drift with the tide.

We're constantly testing new machinery. Researching new techniques. Developing. Growing. And learning all the time.

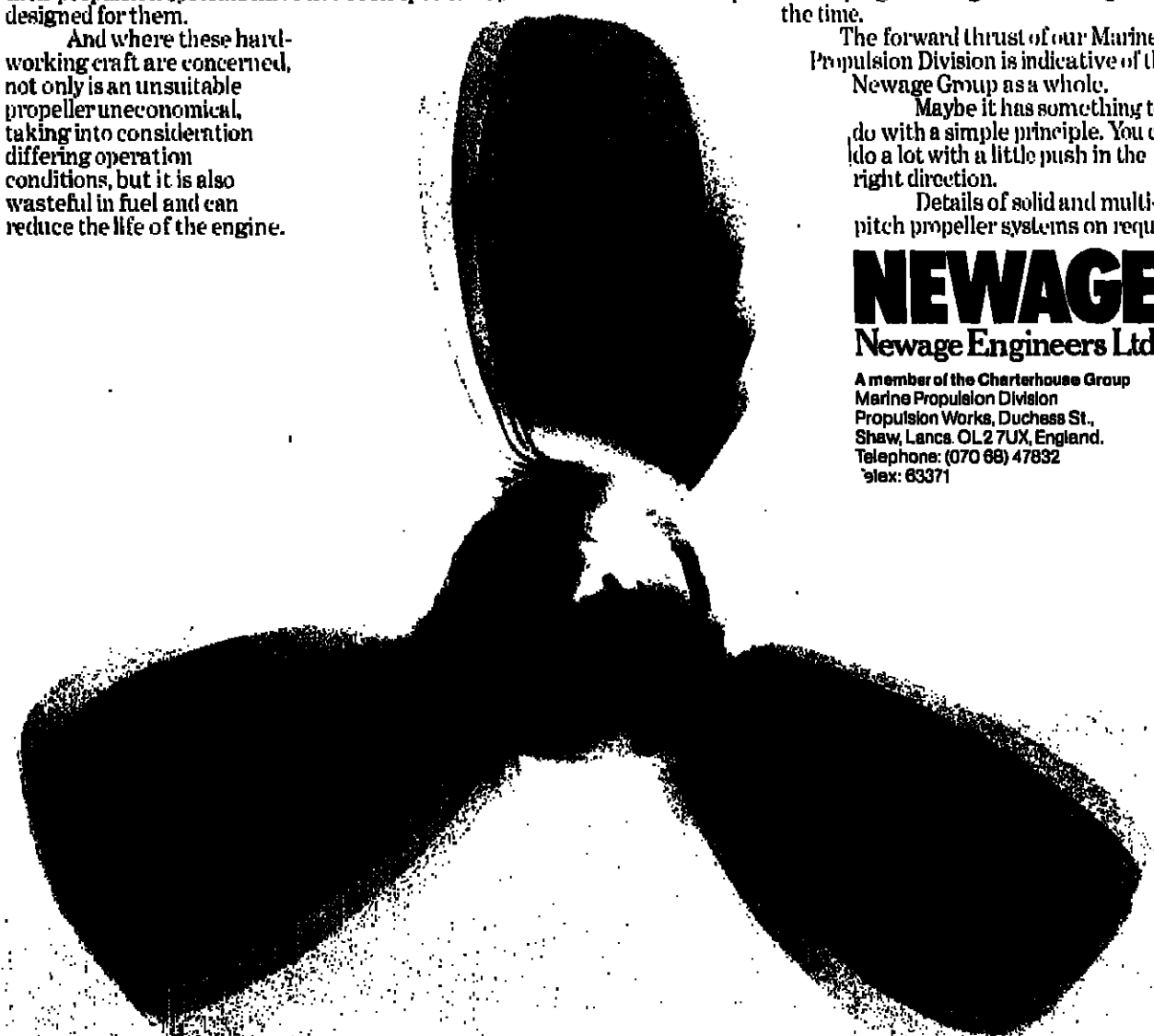
The forward thrust of our Marine Propulsion Division is indicative of the Newage Group as a whole.

Maybe it has something to do with a simple principle. You can do a lot with a little push in the right direction.

Details of solid and multi-pitch propeller systems on request.

NEWAGE

Newage Engineers Ltd.
A member of the Charterhouse Group
Marine Propulsion Division
Propulsion Works, Duchess St,
Sheff, Lancs OL2 7UX, England.
Telephone: (070 66) 47832
Telex: 63371



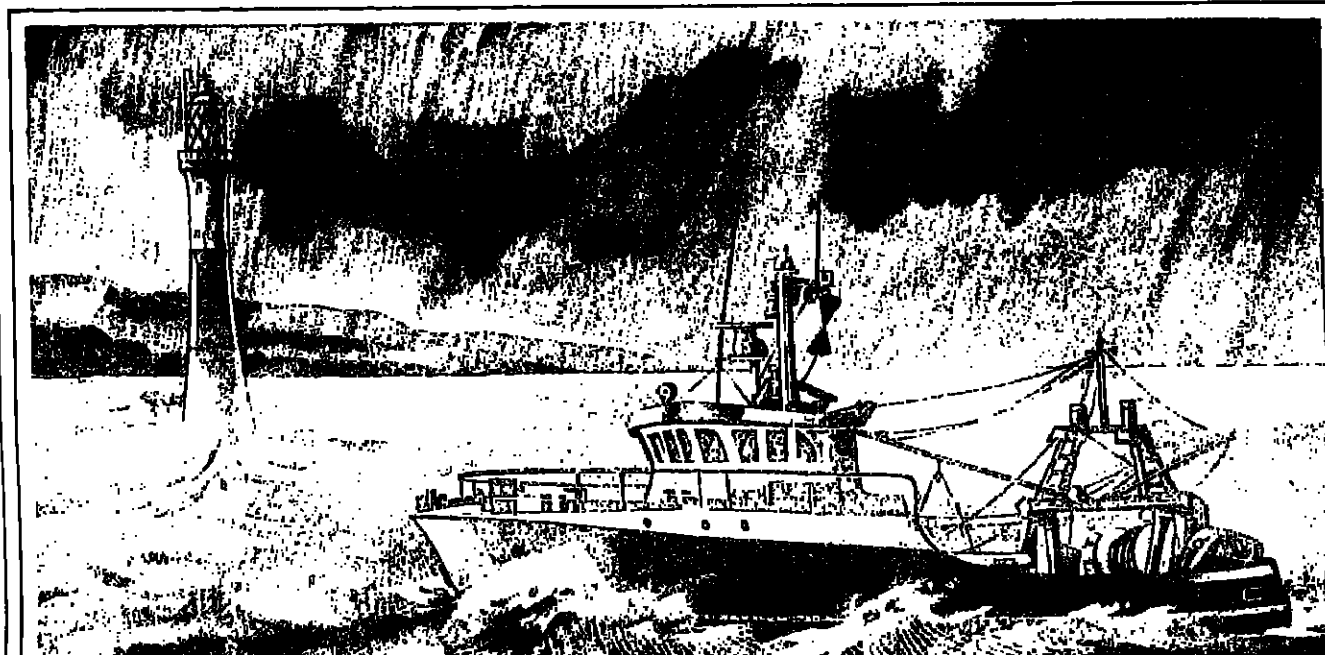
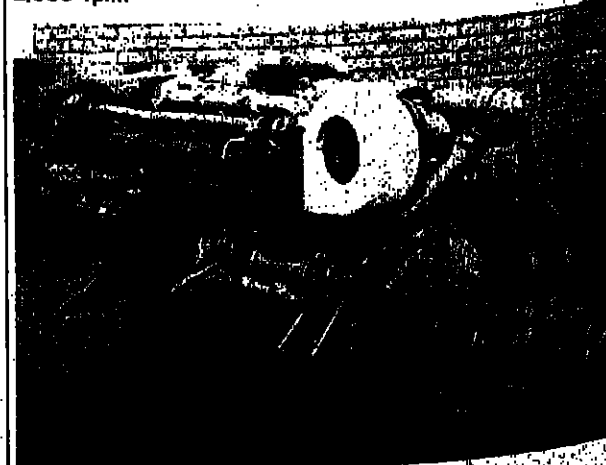
Newage Marine supplying the push that's needed like the rest of Newage Engineers.



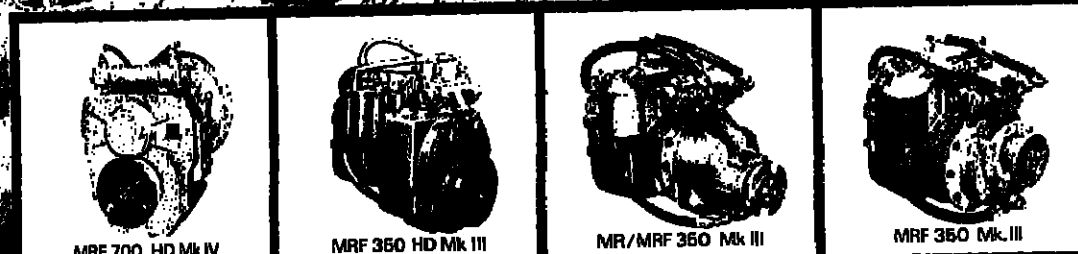
Above: Allibert's 100-litre model plastic fish box is new to the range.

Right: one of the Self-Changing Gears gearboxes for the show is the MRF 350 HD Mk. III.

Below: latest engine in the C-Power range — the G/363TCIC develops 162 bhp continuous at 2,600 rpm.



NEVER MIND THE WEATHER



If you make your livelihood at sea, you know the hazards involved. A breakdown can cost time, money and human suffering — all of which you can do without. That's why you need the sound engineering and proven design features that are built into the S.C.G. range of marine gearboxes, with their special "Get you home" safety device.

With so much at stake, insist on reliable

SCG

Self-Changing Gears Limited

Lythalls Lane, Coventry, England.
Tel: Coventry 89081
Cables: Self-Change Cov telex: 31644.

NATIONAL FISHERIES & MARINE EQUIPMENT EXHIBITION
15th June - 19th 1977
See us on Stand No. 8.

Preview

From page 23

ratings are required, two or more Scania engines can often be installed to drive the propeller shaft together.

Cleghorn Waring & Co. (Pumps) Ltd., will be exhibiting selected items from the range of Jabco Marine Pumps together with the Beazley range of fire and emergency operated isolating valves.

Featured in the Jabco range will be: manual and electro-magnetic clutch units; continuous rated d.c. motor pump units and mains voltage motor pump units to suit all types of electrical supply.

The Beazley range of valves are designed for the protection of fuel and lubricating oil system on the larger marine diesels and are approved by the Department of Trade (Marine Division) and accepted by Lloyds Register of Shipping.

Ashton Containers Ltd., are exhibiting their range of

ACLaim and Viking 1100-00s.

ACLaim wax saturated corrugated fish trays are claimed to be immensely strong giving great stacking strength. Wax saturation also makes the trays water and grease resistant.

The popular Viking polythene coated solid board fish boxes will also be displayed.

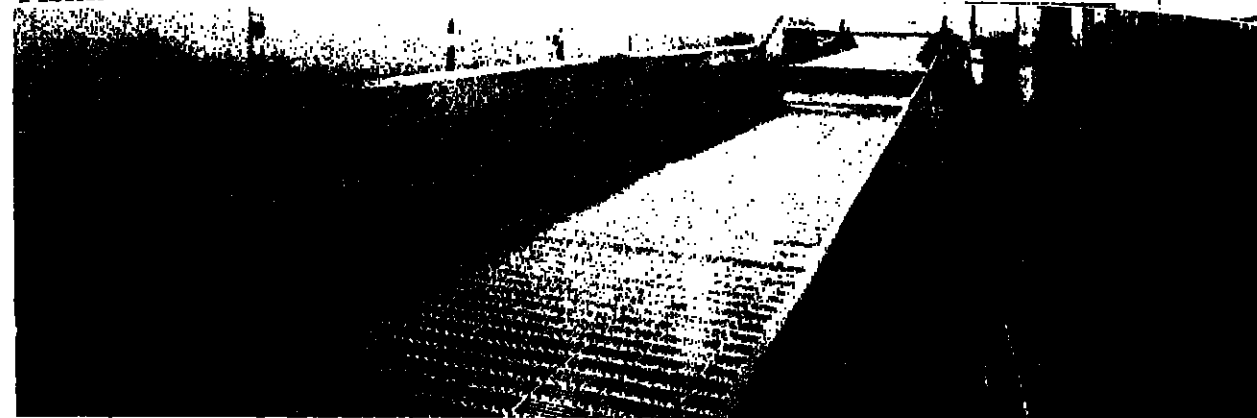
For the first time Ashton will be showing the unique combination of a Viking solid board lid and an ACLaim wax saturated corrugated base.

Lewis Refrigeration Co. A working model of the 700 IQF freezing system will be shown.

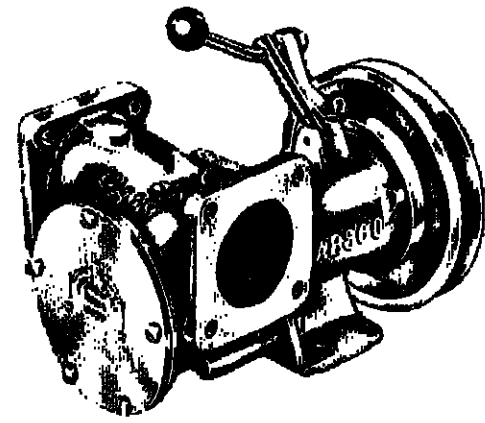
This is a two-belt system. The inlet or loading belt is used to prepare the product for fluidisation. The second belt takes the product in a deep fluidised bed for final freezing.

The system is built to a modular design allowing for future expansion. Information will be available on the rest of the wide range of refrigeration equipment produced by this company.

FISHING NEWS



Above: the first UK installation of the Lewis 700 IQF system. A working model will be shown.



Left: Jabco's Model 10850 1 1/2 in. pump and manual clutch unit which will be at Hull.

Wagner Engineering Associates Ltd. Hydraulic steering systems for vessels from 15 ft. upwards. There is also the Wagner Mk.4 autopilot, the latest addition to a full range of auxiliary units for use with the steering systems.

Steering gear systems range from simple single-cylinder manual units to sophisticated electro-hydraulic models incorporating the patented Accumotor control.

The solid-state Mk.4 autopilot is supplied with a 5 or 7 in. magnetic compass, which can be used as the main steering compass.

A. G. Block Sales Ltd. The Beccles rope coiler has been used for over 50 years on board British seine net craft. The coiler is produced in three models: the No. 2 coiler with 4 ft. 4 in. rope centres; No. 2 extended coiler, 4 ft. 6 in. to 7 ft. 8 in. rope centres and the No. 3 coiler designed for use with larger winches.

Halmatic (Scotland) Ltd. This Orkney-based GRP fishing vessel moulder is to start fitting out its own range of hulls later this to a standard specification.

The firm has just been reorganised and Orkney Islands Council and the Highlands and Islands Development Board have taken a one-third stake each with Halmatic.

The restructured firm is planning a 24-footer and the present 28 and 36 ft. GRP hulls will complete the standard boats offered. New production methods will speed up building and cut prices.

At Catch '77 Halmatic will have details of the new standard craft—and information about its GRP water tanks which can be used for fish farming.

Anglesey Fire Protection. Fire systems for both large and small boats are available from this firm.

It supplies and installs BFM fire extinguisher systems which are based on bottles of BTM gas. These bottles weigh far less than those for more conventional systems, and, therefore, are easier and more convenient to install and use.

BTM is a clear, non-smelling and non-toxic gas which has only recently come into use aboard UK fishing vessels.

The firm has a van service which visits fishing ports.

Inco-Ziegler (U.K.) Ltd. is exhibiting a selection of ice-making machines. These air-cooled, compact, units are available in many sizes with capacity up to 10 tons per 24 hours.

The type of ice produced has been successfully used on trawlers, by fish merchants and processors, and by fish resellers both for storage and for display.

In addition to ice making machines, Inco-Ziegler (U.K.) Ltd. can offer complete ice storage and handling systems suitable for any type of operation.

Arthur J. Hightower Publications Ltd. Fishing News has been the accepted weekly trade paper of the commercial fishing industry in the United Kingdom since 1913 and its circulation is now greater than at any time in its history. The special Humber side exhibition number will be available on the stand.

Fishing News International is the world's leading English language monthly fishing magazine, while Fish Farming International caters to the needs of the expanding commercial activity in aquaculture.

Both these magazines will also be obtainable on the stand.

Fishing Hydraulic (Scotland) Ltd., will be showing part of its range of hydraulic deck machinery: vessels from 20 to 200 ft. The company representing Fish Ships' Gear and Rigs, Fabrikker of Norway and the been in the forefront of development of machinery for the fishing industry.

Split winches being supplied to the Campbell Shipyard for trawlers and building for Faroeese owners will be shown. Also on display will be a range of power blocks now being manufactured in the UK to Norwegian specifications.

The company has supplied UK manufactured rope reels to many of the top-earning Scottish seine-skippers and with a range of Hlab cages, gearboxes, etc., can supply a complete package deal for vessels.

P. N. P. Duerr Ltd. will be exhibiting its well-known standard range of hydraulic deck equipment for the smaller vessels including anchor windlasses, capacities of 1, 1 1/2 and 3-ton capacity.

Also net haulers of 1 ton, for and put haulers, together with installation equipment.

New to the range will be high speed capstan fitted with an 8 in drum for one-ton haul plus an anchor capstan designed for tugboat and sailing ship application capable of pulling up to 3 tons.

The prototype 1-ton small trawl winch will be on show for the first time. Special for the first time. Special for the first time. Special for the first time.

Treeve Marine Ltd. The Treeve DS 25 GRP hull is designed and built in conjunction with naval architect Denis Swire. It is a traditional-style fishing boat fitted out in timber with forward wheelhouse and is suitable for working in shallow water. Also it has been designed for use alongside.

The Treeve 16, designed by Gary Mitchell, is well suited for coys work, yet large enough for open seas. GRP hull and fitted out with heavy-duty timber.

Preview

ELECTRONICS

New products to light up the scene

IT IS obvious from the number of marine electronics exhibitors booked to appear at Catch '77 that Humber-side is still considered to be a good area in which to do business—despite the uncertainty prevailing in the industry.

No doubt many of these firms are hoping for a repeat of their success at Catch '76 in Aberdeen last year.

There are, of course, one or two absentees for the Hull venue. Kelvin Hughes, though it did very well at Aberdeen, is not participating. Nor is Electronic Laboratories (Marine) Ltd., although some of its products are being shown by other exhibitors at Hull.

Marconi Marine, too, despite its Aberdeen success with its demonstration vehicle, will not be at Catch '77 since the vehicle—after visiting Egypt, Greece and Yugoslavia—is now off to Poland to serve as the company's display stand at the Poznan Fair.

Ahead

On the other hand Redifon, which you may remember stole a march on its competitors at Aberdeen by sending its demonstration vehicle on a tour of the Scottish fishing ports just before the opening of Catch '76, will be at Hull with a stand inside the exhibition hall.

The electronics contingent at Hull is reinforced by locally-based firms which did not go to Aberdeen but are now competing on their home ground with some of the big names from elsewhere in Britain and abroad.

Decca is, of course, prominent among the latter with both the Radar and Navigator companies represented and carrying Simrad along with them.

Highlight of the joint Decca stand—and possibly of the whole electronics aspect of Catch '77—will undoubtedly be the new Clearscan radar display technique being given its first public showing in Hull.

This equipment was shown to the press in London at the end of May and described in Fishing News last week.

Clearscan will be featured in a working demonstration using videotape recordings made off Beachy Head to show visitors how it really makes a clean sweep of the radar screen. It automatically eliminates sea and rain clutter without diminishing echoes from real targets.

Something virtually impossible to achieve by separate manual adjustments of sea and rain clutter controls.

The complete Clearscan package comes in two stages, stage VPI, is available now and is incorporated as standard in all Group 9, 12 and 16 models from June 1, while VPI-2 the second stage—will be in production by early 1978 at a cost under £500.

The problem with manual attempts at clutter clearance has always been that the degree of suppression applied is uniformly effective all over the display, whereas clutter probably exists in only one area.

The uniform reduction of gain needed to reduce the clutter obviously reduces at the same time all echoes on the screen. VPI, on the other hand, automatically suppresses only where clutter is present, and, moreover, applies suppression varying in degree with the intensity of the clutter so that real targets in clutter areas suffer little or no reduction in gain.

VPI-2, the second stage of Clearscan, cleans off the slight speckle effect of own receiver "noise" to leave a clean dark background for improved contrast and better afterglow trails.

At the same time it automatically amplifies incoming video above a preset threshold level to present real

Speech clear-view screen marketed in Britain by Decca is also on view.

Redifon, too, will be making a feature of its Loran C, together with the Sealand 30 vhf, the 2182 kHz watchkeeping receiver, and the GR377 sbb radio telephone on the communications front.

There will also be a display of the 203 talk-back system while exhibits by Furuno, for which Redifon is exclusive UK agent, will include the FRS24 radar, the FUV11, 850, FE502 and FG200 echo sounders, the Adscope, the FN103 sonar and the FRN200 net monitor.

SAIT London, the British division of SAIT Electronics of Belgium, is a name which did not appear at Aberdeen. But, judging by the number and variety of its exhibits, the firm aims to make a big impact at Hull.

Appearing on the SAIT stand will be the MR1410 general purpose sbb receiver; SC1920 selective calling



Sait's display will include the newly-introduced Robertson A.P.7 autopilot made in Norway.

target echoes at uniform brightness. In addition, it kills the speaking effect of radar transmissions from other ships nearby and, by adding an artificial reinforcing pulse to small echoes distant 2 1/2 miles or more on the 12, 24 and 48 or 80 mile ranges which "stretches" or enlarges them to ensure identification.

Sonars, sounders and scopes by Simrad, for which Decca is UK agent, will be prominent as will the Decca range of four autopilots including the new DP 160 and the new steering gear.

Another new item on the Decca stand will be the Sirius gyro compass, which the Navigator side will be completed by the well-established Mk. 21 Navigator receiver, its associated track plotter and the Loran C receiver. The

firm's new satellite navigator terminal with push-button keyboard operation.

All this is backed up by another Omega set, this one by Kongsberg Vapenfabrikk, and the Mentor sbb radio telephone—a pretty imposing array of equipment.

Another satellite navigation system is being put on show by S.G. Brown Ltd. of Watford, Herts. This is the latest Magnavox effort from the USA, the MX1102, a very compact installation which is the first to incorporate a micro-processor in place of a separate mini-computer.

S.G. Brown will also be displaying its own Arma-Brown Mk. 10 gyro compass and the Ocean series of autopilots and associated steering gear.

Autopilots

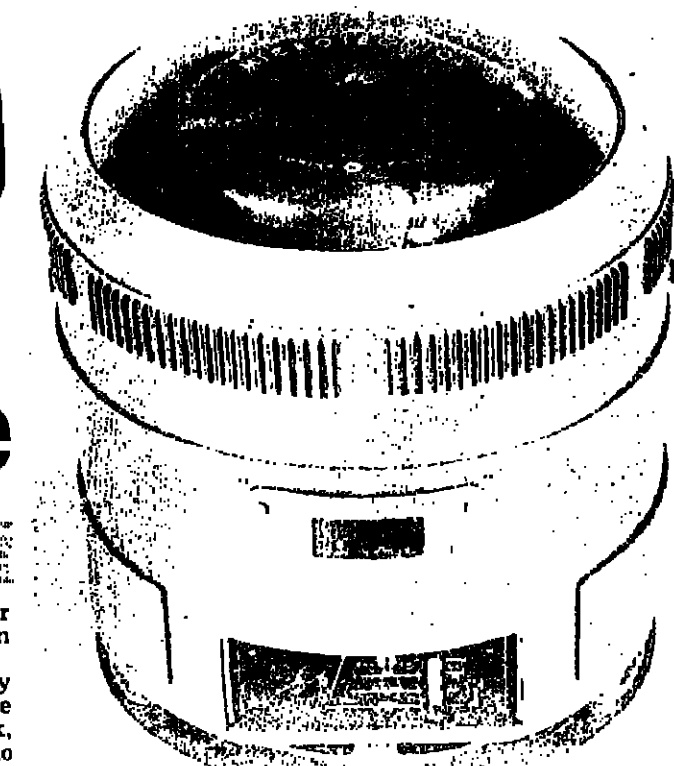
Autopilots are to be featured on the Sperry stand, too, where the new 600 series of three different editions will be seen.

Considerable interest should be aroused by Sperry's new Mk.74 7 in. solid state radar being shown at Hull for the first time in Britain and, also, by the Mk. 127. This again is a solid-state radar but with a 12 in. screen and a top range of 120 n.m. which should have an appeal with regard to 200-mile limit observance.

Seabourne Electronics of Plymouth, and Electronics Marine of Hull, will both be including the Wesmar range of sonars from America in their respective displays. In fact, including is scarcely the right word so far as Seabourne is concerned since there the contents will be practically solid Wesmar throughout.

Covering the entire Wesmar range of products, it will show all the scanning sonars including the SS90 high frequency and SS280 low frequency models being seen for the first time in Britain, also the full selection of Wesmar chart recorders and dual-frequency fish-finding sonars which are capable of being interfaced with a complete fish-finding package. Of interest, too, will be the new SS220 computerised sonar with digital readout.

Besides Wesmar equipment the local firm, Electronics Marine, will display the Seavoy radar made by Electronic Laboratories (Marine) Ltd. of Poole, represented in this way instead of participating in



New on the Decca stand—the Sirius Mk. 2 gyro-compass.

dividually as it did at Aberdeen.

The C-Tech autopilot, French BEN speed logs, Furuno echo sounders and 'Sailor' sbb radio telephones and vhf sets, as well as Electronics Marine's own talk-back and inboard telephone systems, are all to be seen on this stand. While, though not communications, nav aid or fish-finding the Humber warp load meter and Gon-dologic gas detectors will also be shown.

J. Divers and Associates of Cumbernauld will also have its stand as distributor for the G.H.T. Castec systems which have been tested and approved by Calor Gas Ltd.

Systems such as these use electronics inasmuch as they employ sensors to detect dangerous concentrations of explosive or inflammable gases to sound alarms and cut off the supply. These are worth inspection in view of current safety regulations.

Local enterprise is again represented by Radcom Ltd., of Louth, with its Viking and Saxon range of vhf and sbb radio telephones.

On the vhf side there is the Viking Rover walkie-talkie, the 12-channel Viking Princess and 25-channel Viking Countess, and the just plain Viking, a 20-watt full duplex set with either 12- or 24-channels, plus the Viking Haven base station set for installation ashore.

In sbb radio telephone equipment Radcom has the Saxon HF400 400-watt mf and hf set, the 400-watt mf Saxon King and 200-watt mf Saxon Warrior, as well as R/T broadcast and DF receivers and the Watchman series of selective call decoding receivers for both mf and vhf.

Incidentally, though these Tron items are originally of Norwegian origin by Jotron A/S of Levanger, the Tron IC is now being manufactured by Radcom in Louth.

Although 'Sailor' equipment is being shown on other stands such as those of Electronics Marine and Brown & Perring (Instrumentation) Ltd., the Danish firm A/S S.P. Radio of Aalborg—through its local office in

Grimsby—is making at least treble sure of putting its image across. It is also taking its own stand on which to show the full range of 'Sailor' sbb radio telephone and vhf sets.

This display will include the 400-watt T126 and 220-watt T128 sbb transmitters with the R104, R105 and R106 receivers; watchkeeping receiver R111; RPT143 and RPT144 vhf's, and the new Short Wave Programme configuration T1127, R1118. This has two more than 240 channels in the frequency

bands from 1.6 to 25 MHz, power outputs of 400 watts up to 4 MHz and of 1,000 watts in the hf bands, also a telex capability as well as normal speech and Morse communication.

The transmitter is available with a choice of two exciters, the S1300 or the S1301, but this newest and technically very elegant product of the S.P. backroom ought to be able to generate a fair lot of excitement among the visitors too.

A demonstration vehicle prominent at Aberdeen but not to be seen at Hull this time is that of Krupp Atlas. Instead, Brown & Perring (Instrumentation) Ltd., the UK Atlas agent, is putting on a show on Stand 10D which promises to be just as big a draw.

This will feature a whole range of Atlas sounders, the star of which will be the new deepsea 790DS which is claimed to be the first with a very narrow steered beam stabilised in the vertical against rolling up to 25 degrees and also, in calm weather, capable of being directed in a search role to 15 degrees on either side of the vessel.

Other Atlas sounders to be shown include the 720, 611, 450 and 240 models, while small netsondes will also be on display.

The Atlas 4100 and 3200 radars, too, will be present and B&P hopes to include the Atlas Loran and Omega receivers.

B&P's own Type 075 autopilot, though, will definitely be there, together with a selection of S.P. Radio's 'Sailor' R/Ts and vhf sets.

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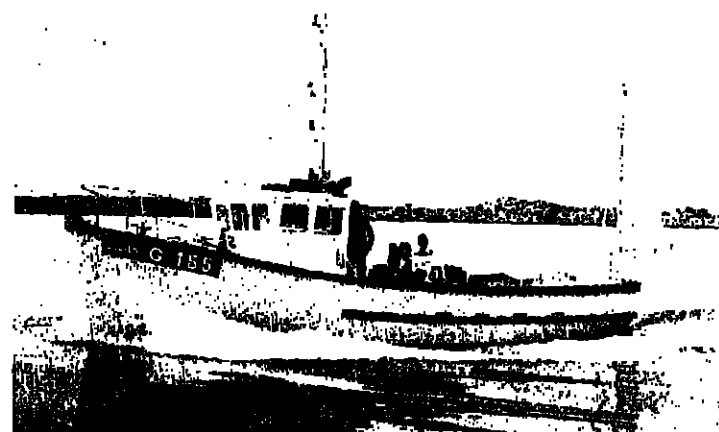
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HUMBERSIDE RUNS OUT OF STEAM

OVER THE past 20 years the Humberside ports of Hull and Grimsby have suffered heavily. International confrontation, inflation, huge new fishing limits, quotas and, above all, inept political and diplomatic interference, have ravaged the deep-sea fishing industry to the brink of collapse.

All this has sounded the death knell of its most reliable workhorse, the steam trawler.

The story of steam on Humberside is long and interesting. In its heyday, just before the 1914-18 war, Grimsby and Hull harvested the seas with a combined fleet of well over 1,000 steam trawlers — several hundred more than the rest of Europe put together.

Generations of fishermen at both ports grew up with a faith and acceptance of the steamers as though they were as permanent as the sun and moon.

Their final decline in the 1970s was, in many ways, as much of a shock to these men as the passing of sail had been to the smackmen when the early steamers swept them from the seas almost a century before.

To understand the development of Humberside's first

1976 marked the end of an era on Humberside — the last steam trawler sailed for the scrapyard. TOM WOOD traces the romantic story of the rise

of steam and the powerful impact it had on fishing. At its height the steamer fleet was over 1,000-strong.

steam trawlers it is necessary to delve a little deeper, for steam came into fishing slowly.

When Henry Bell's sea-going steamship *Comet* appeared on the Clyde in 1812 to launch the era of steam propulsion, neither port could lay claim to any organised fishing industry.

Hull had a very prosperous whaling industry, nearing 200 years old, but this had only superficial ties with fishing and nothing much to do with the meteoric rise of the Humberside industry some years ahead.

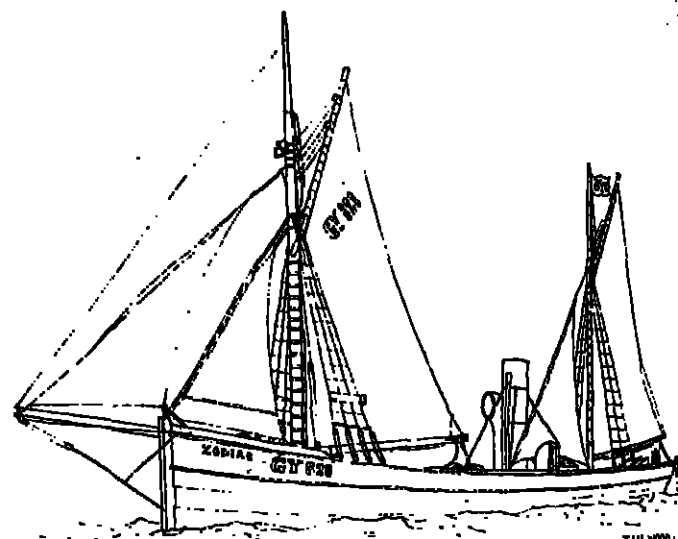
Indeed, the city of Kingston-upon-Hull, despite its position 17-miles upstream on the Humber, was really doing quite nicely. Apart from the whaling, it was already one of Britain's premier commercial ports ex-

porting coal from the Yorkshire mines and cloth and wool from the Dales. Its imports from the continent and the east were many and varied.

By 1840 Hull had a population of 67,000. Grimsby, with the North Sea right on its doorstep, was little more than a village. The prefix 'Great' — which it later justly earned — served only to identify it from an even more remote village of Little Grimsby, tucked away in rural Lincolnshire.

Attempts to emulate Hull had failed; big tides silted up its wharves and haven and an embryo whaling industry ended in disaster. There is evidence, as with Hull, of some inshore fishing in the

Right: Grimsby's first steam trawler *Zodiac*. Built and launched at Hull at a cost of around £4,000 in 1881, she joined the Grimsby fleet in 1882.



Below: steamers as far as the eye can see. This was a regular scene at the North Well Fish Docks, Grimsby, just after the Second World War, when around 150 steamers worked from the port.

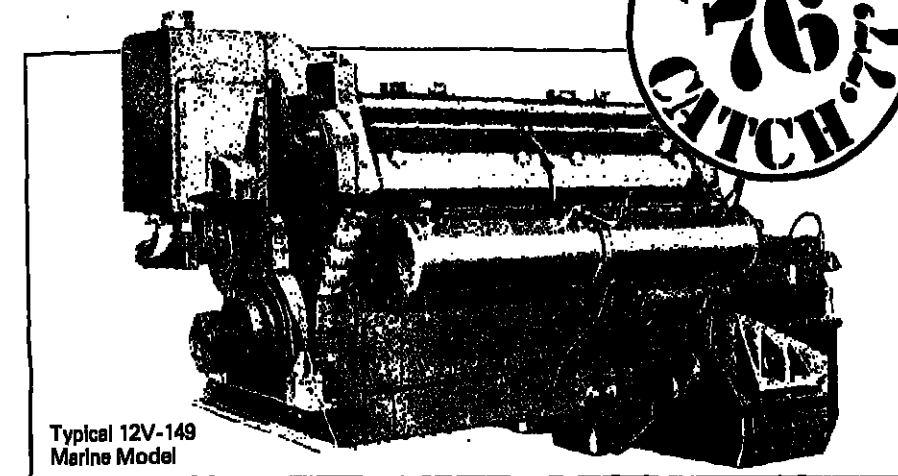
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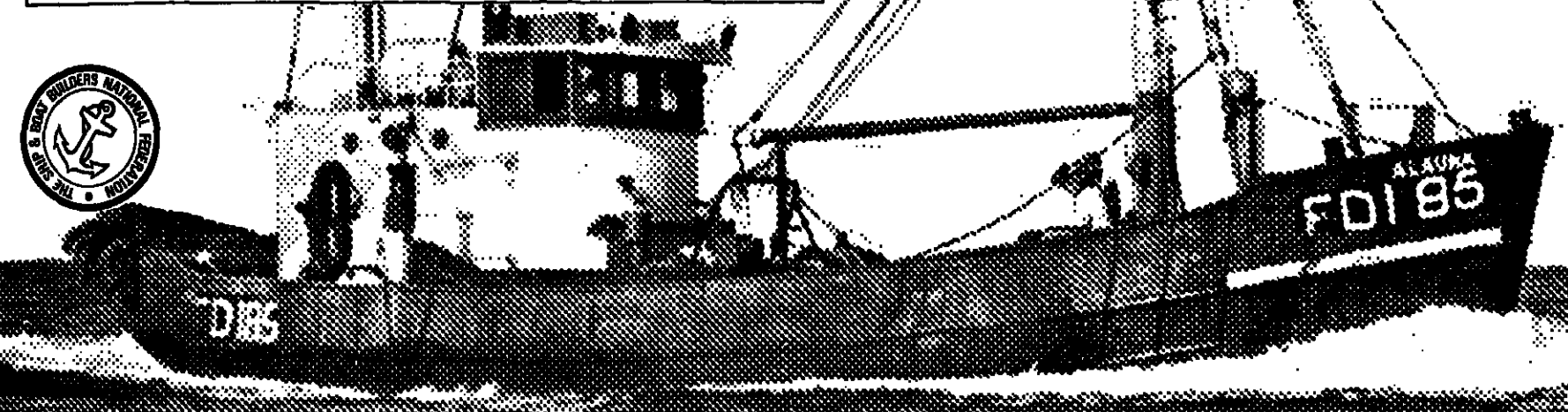
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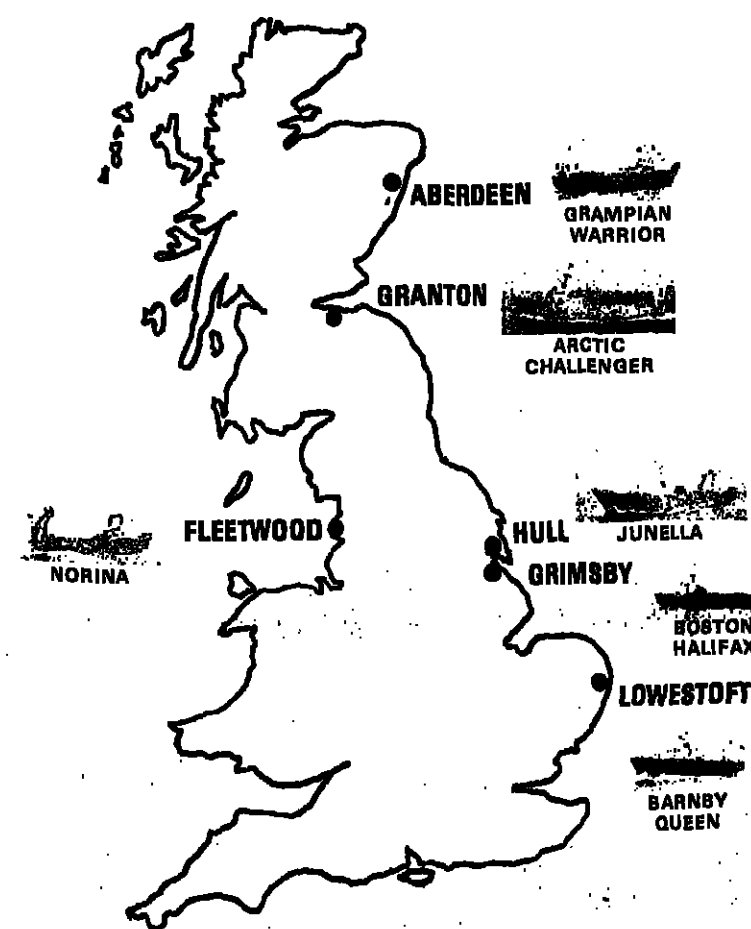
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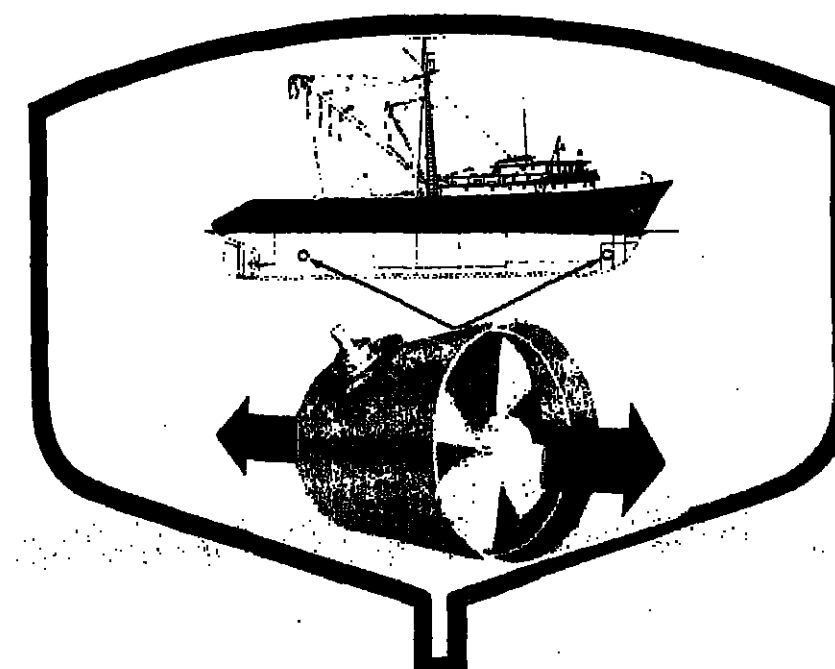


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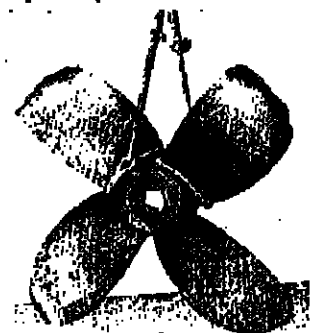
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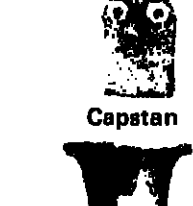
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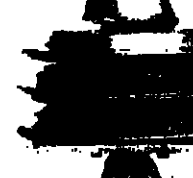
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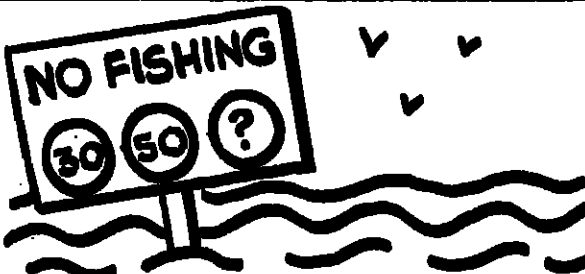
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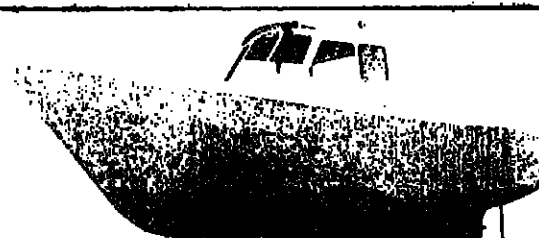


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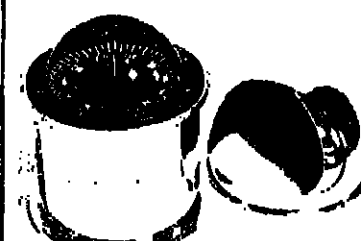
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STEAM

continued from page 26

river, but with a population
which had dwindled to 3,700
by 1840 there was nothing to
fire a major industry.

It was the smackmen from
Brixham who brought about
the transformation on
Humber. By the mid-
nineteenth century they had
worked their way up the
English Channel and into the
North Sea to exploit the
virgin grounds.

They worked in fleets of
trawlers, fishing together in
unison under the command of
one very experienced skipper,
or 'emiral' as he was called.
The fish was packed in boxes
and every day a fast cutter
would transport the com-
bined catch to Billingsgate
market (a journey which
could take up to five days),
before returning with a fresh
supply of boxes.

This method of fishing
became known as 'fleeing',
or 'boxing', and will be dealt

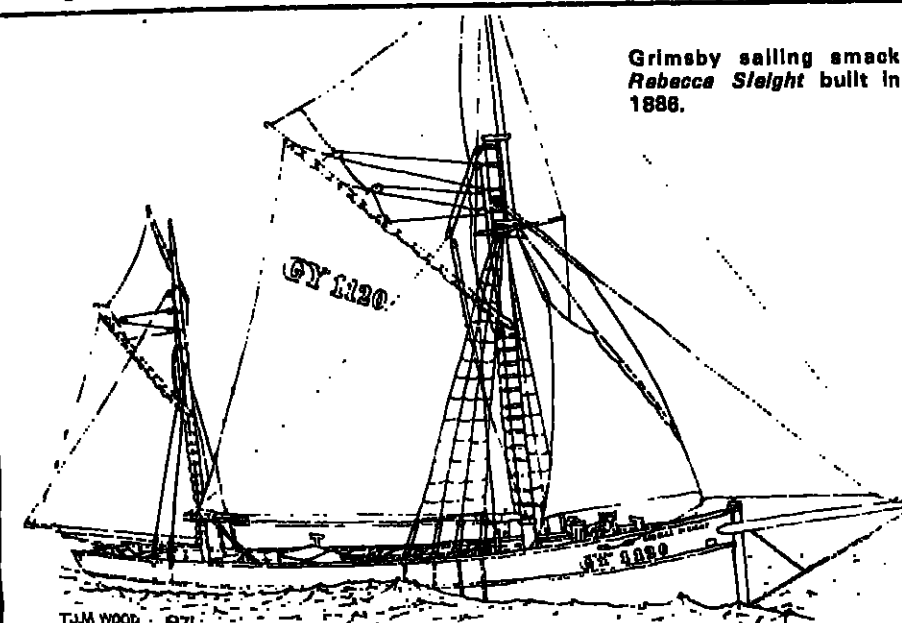
with in some detail later on.
Essentially it was a
summer occupation from
March to September, but the
discovery of the Dogger Bank
and Silver Pits grounds per-
suaded many men to leave
their homes in the south and
migrate north. They looked
initially for a port with a high
population eager for fresh fish
and/or one with a railway
link to London.

Hull, with its hungry
mouths and brand-new
railway, was a logical choice.
Once again it seemed as
though Grimsby had been
passed by. But while the fish
was welcome at Hull, the Hull
& Selby, and later the Hull &
Barnsley Railway Com-
panies, missed golden oppor-
tunities and failed to en-
courage the enterprise.

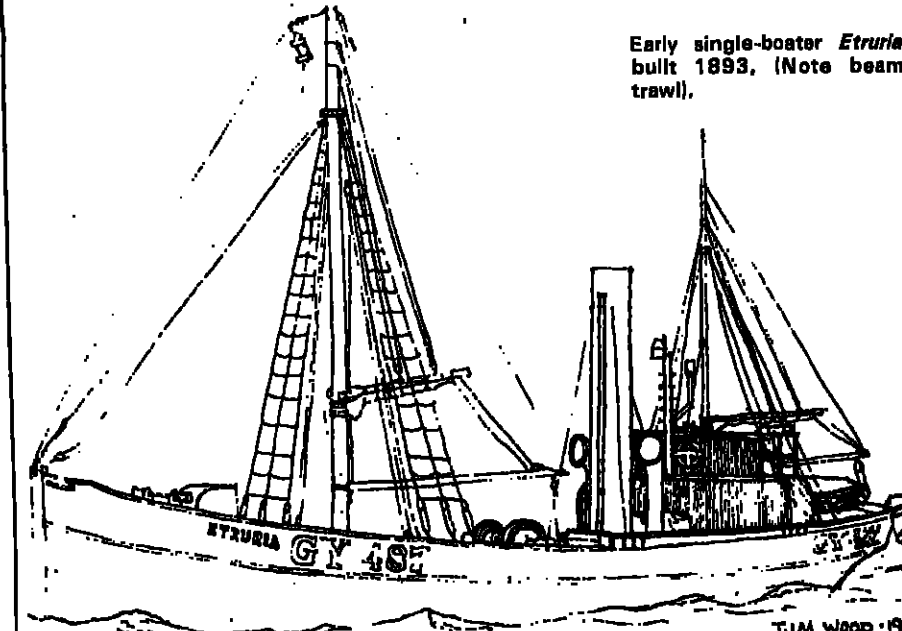
Right up to the opening of
St. Andrew's Dock in 1883
facilities for the smacks were
very poor and this in turn
meant the infant industry ex-

panded largely on the
'fleeing' principle of fishing
as far as Hull was concerned.

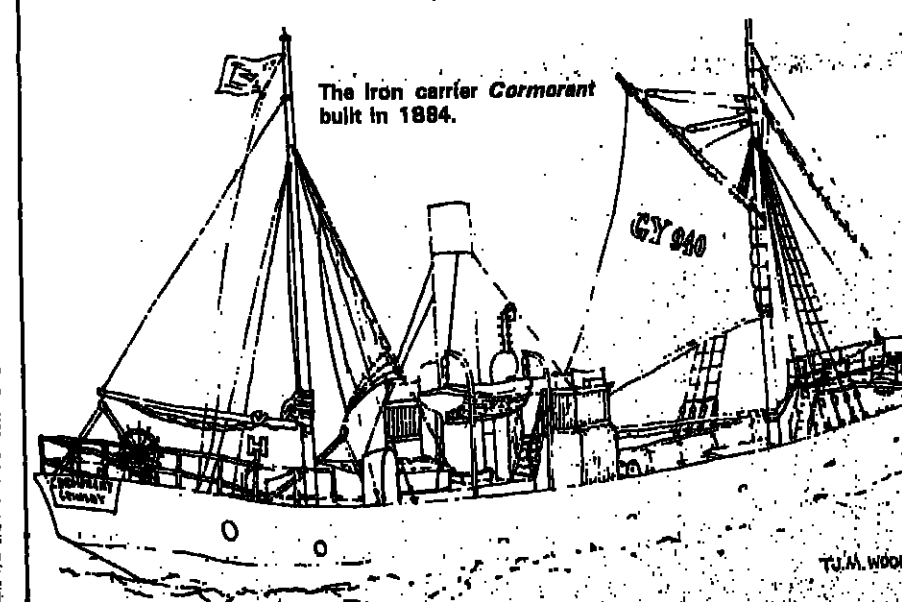
The Victorian mania for
building railways finally
awoke Grimsby from cen-
turies of isolation. In 1848 the
Manchester, Sheffield & Lin-
colnshire Railway began an
era of prosperity with a
massive programme of dock
building.



Grimsby sailing smack
Rebecca Sleight built in
1886.



Early single-boater *Etruria*
built 1893. (Note beam
trawl).



The iron carrier *Cormorant*
built in 1894.

TJAL WOOD - 1971

Paddle-tug *Flying Squall* of Scarborough, fitted with otter gear. "Paddlers" never really caught on with Humber fishermen.

This was a line built
through some of the most in-
dustrialised parts of Britain
with links north and south,
but it was also a line anxious
to develop its trade through
an eastern seaport. Grimsby,
on the Humber estuary,
offered the best opportunity.

The railway company, un-
like those at Hull, sought to
foster the fishing industry at
Grimsby. Combining with the
Midland and Great Northern
Railway Companies, it lured
smackmen by the score with
ridiculously low charges for
carrying fish inland and a
host of other inducements, in-
cluding a special dock for
fishing smacks.

Once this had been ac-
complished, the railway com-
pany quite rightly expected
and secured a big revenue
from fishing at the same time
constantly expanding its
quayside, marketing and dis-
tribution facilities.

The results were explosive
and, with the 'Yorkies' at
Hull turning more to the
fishing industry as whaling
faded (Hull's last whaler,
Diana, broke up on the Lin-
colnshire coast at Donna
Nook, just south of Grimsby,
returning with the oil from
only one whale in 1869), there
were spectacular advances in
the numbers of smacks work-
ing from both ports.

In 1863 some 380 smacks
worked between the ports; by
1876 this figure had increased
to 848, with the lion's share of
488 vessels at Grimsby, and
by 1880 there were well over
1,000 based on the Humber.

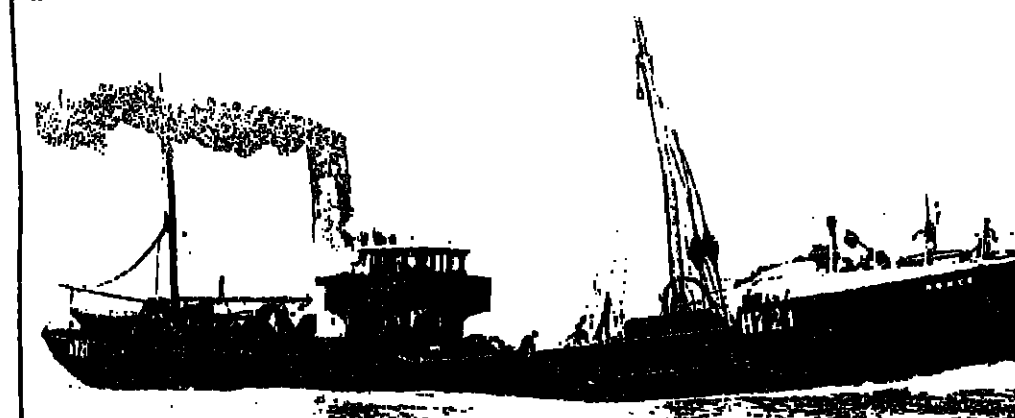
There is positive evidence
that a few smacks had
primitive steam engines in-
stalled for propulsion many
years before this form of
power broke through with any
conviction in the 1880s.
Inevitably, it seems, they failed
and were removed —

usually to the intense amuse-
ment of those not directly in-
volved.

Somehow the smackowners
generally did not feel the need
to change. Coal at 10s. (50p)
per ton only burnt away the
profits when the wind was
free. Nor was it from ig-
norance that they shunned
any form of motive power
save the winds, for Hull was
among the first British ports
to introduce a steamship with
the wooden paddle-steamer
Vivid in 1837. Ten years
later sea-going passenger and
cargo vessels like *Great Em-
peror* and *City of Aber-
deen* regularly sailed from the
Yorkshire port.

Across the river, the
locally-built *George* became
the first screw-driven
steamship on Grimsby's
registers in 1852 and, as at
Hull, by 1880 steam was an
accepted form of motive
power.

continued page 31



Above: Hull single-boater
Ramona with plenty
of steam up.

Right: Hull single-boater
Maria Islington. She
sank six miles off Whitby
after hitting a German
mine during the first
world war.



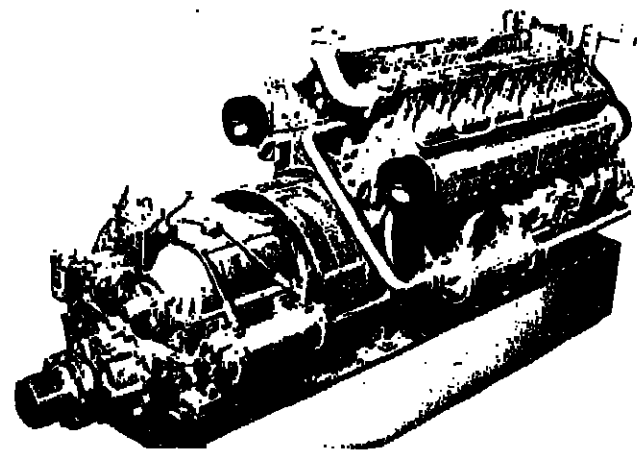
Below: built in 1907, the
Hull single-boater
Euripides.





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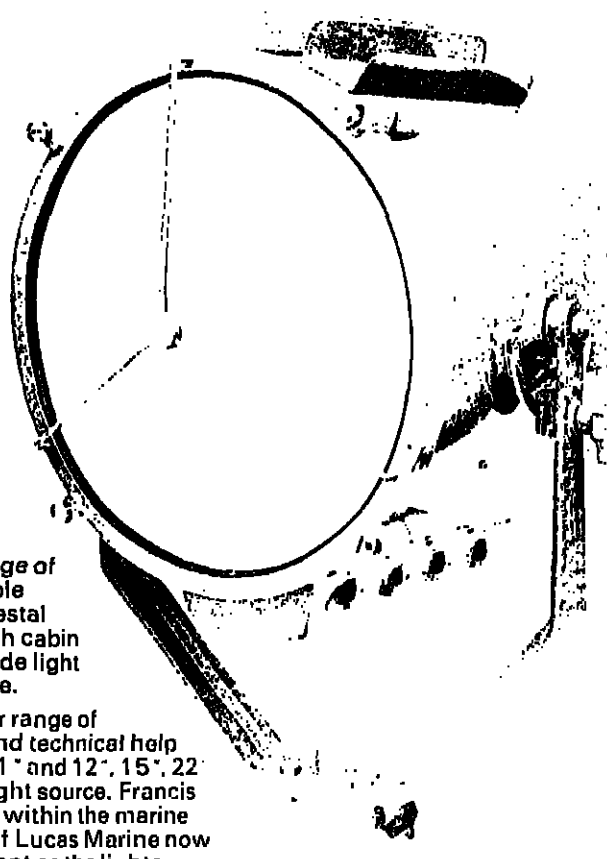
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STEAM

from page 29

power by everyone except the fishermen.

Even the railway company, possibly with an eye on extra revenue for carrying coal to Grimsby, had failed with steam engines in the 'codmen' (vessels fishing with lines rather than nets) *John Ellis* and *Thomas*, while the steam smack *Pearl* was another failure and unshipped her screw in 1855.

These vessels formed part of a nine-strong fleet belonging to the Deep Sea Fishing Co., which was really an exercise in promoting the fishing industry at Grimsby.

In 1858 *Corkcrew*, a 50 hp iron screw steamer built at Blackwall in the 1840s, was brought to Grimsby and rigged for fishing with beam trawls on both sides. She, too, was another disaster and had to be sold to recoup her owners' losses which were so notorious she had to be renamed into the bargain!

It seemed Hull was gradually preparing the way for a changeover to steam when *Contrast* (H 754), the port's first iron smack, was launched in 1852. But, again, the development came to nothing and together with most of the iron smacks which followed her she spent her career fishing under canvas.

In 1870 Grimsby smackowner William Welbury Dawson conceived the idea of 'an iron sailing smack intended to operate as a steam fishing vessel'. He placed an order with Gilbert and Cooper of Hull for a 77-footer, stipulating she should have an engine room and provision for a propeller shaft. But the engine was never fitted and Dawson's *Tubal Cain* (GY 288) took to the seas as just another smack.

She should have brought him fame and fortune, in-

stead it shattered his dreams and in 1873 the bankers who had put up the mortgage repossessed her and it was left to Frederick Rushworth to fulfil the original idea, at the second attempt, in 1886 when steam was already an accepted fact in fishing circles on the Humber.

The sceptical smackowners first accepted steam about 1876 when someone had the bright idea of popping a donkey boiler beside the messrooms to work a steam capstan on deck. It was a big success and, by taking the backache out of hauling the unwieldy beam trawls aboard, caught on quickly.

With this breakthrough owners began to view seriously the possibility of the steam engine for propulsion. In 1877 William Purdy in the paddle-tug *Messenger* set the northeast ablaze when he put out from the Tyne to tow a trawl and immediately hit a rich jackpot.

Armada

This success was followed by an armada of 'paddlers' working down as far as Scarborough, but the vessels were unsuited to fishing once off the inshore grounds and never caught on at Hull or Grimsby.

The first purpose-built steamships for the fishing industry on Humber-side were carriers for the 'fleeters'. An idea had been tossed around in Hull as early as 1857 for a fleet of some 20 smacks to be served by a steam carrier.

The idea had been to cut the time from the fishing grounds to Hull from two days by fast sailing cutter to a mere eight hours by steamer.

This would provide the port with fish less than a day old, but it fell through with the introduction of ice for the sailing cutters and the very real fear that melting ice would extinguish the furnace on a

steamer causing all sorts of dreadful problems!

Hewett's renowned *Short Blue Fleet*, working from Yarmouth and Barking, dispelled this myth with four steam carriers from Stockton yards in 1866 and 1866 which did valiant service for years with 50 hp compound engines.

By the late 1870s 'fleeting' had been widely adopted at Hull and, to a lesser extent, at Grimsby where it was never popular.

It was a curious method of fishing and, like the 'codmen' and 'single-boaters', survived the transition from sail to steam. At first, fleeting was used only in the summer months, but later it became a year-round occupation.

Vessels put to sea provisioned for a minimum of six weeks and, if they had to stay on after this, then the carriers would bring out fresh supplies. It was not unknown for smacks, in particular, to remain at sea for eight, ten and even 12 weeks before the weary crew could have a breather in port, usually of no longer than one week!

In the days of sail, when most of the smacks were skipper-owned, they would often attach themselves to a different fleet, hopeful of a better deal as all the catches were pooled and each vessel took a share of the daily proceeds once the cutter got to market. When steam took over with its massive company fleets there was no choice.

There were many other disadvantages to 'fleeting'. The vessels fished day and night, seven days a week, and with a minimum of three hauls every day. The only respite came when fog closed in, or in very rough weather, and then often the crew was called out to change the sails in conditions which led to a heavy loss of life.

There were no slack periods sailing to and from the fishing grounds as with the 'single-boaters' and sleep was generally possible only in snatches. Injury or illness often proved fatal before the RNMDSF vessels provided hospital ships for the men.

FISHING NEWS

31



None of that electronic stuff! Depth sounding with a lead line.

Before the steam fleeters took over, a good day's fishing was a ton of fish per vessel which had to be gutted and packed in wooden boxes (thence the term 'boxing'), transferred to the ship's boat and ferried to the waiting carrier.

With several large fleets, frequently with upwards of 50 vessels spread out over an

The 1901 'look out' at Grimsby. By kind permission of Director of Leisure Services, Humber-side County Council.

area of several square miles, 'fleeting' under canvas or by steam was a remarkable sight.

Orders to shoot or haul were given by flags during the day and by rockets at night. In the really large fleets there was also a Vice-Admiral who stood in for the Admiral, or gave advice when things got difficult.

The grounds to be worked were usually identified by anchoring a 'mark-boat' as a reference point. They carried a flag by day and lights by night and were always a useful guide in assisting the constant stream of trawlers rejoining the fleets after their hard-earned rest ashore.

Often, if the fleet had moved, a trawler could spend days searching for its fleet before wireless was introduced and this fate frequently befell the carrier — especially in fog.

The most detested job of all was ferrying the boxes to the carriers as it took such a terrible toll in fishermen's lives. Frequently men declined promotion to avoid the responsibility of this hazardous work, while others were maimed for life in terrible boating accidents.

Windward

The moment the carrier was sighted the entire fleet worked to windward and clustered around the carrier to despatch their fish. Three men manned each of the clinker-built rowing boats, usually about 18 ft. long and rowed from a standing position.

The boxes had to be put aboard, a receipt obtained and empty boxes collected. Even with a moderate swell the men needed nerves of steel to avoid being smashed against the carrier. The vessels worked to leeward of the carrier to pick up their boats — another high risk occupation in rough weather.

With the Hull and Grimsby fleets operating further and further afield (yes they were over fishing the North Sea 100 years ago!) unfavorable winds could hold up a sailing

cutter and all too frequently ruined thousands of boxes of fish. Consequently a steam carrier was a proposition under real consideration on both banks of the Humber as the numbers of smacks rose during the late 1870s.

Oddly enough when they came they went to the Grimsby Ice Co., which had diversified into smack ownership and operated one of the biggest single fleets. In 1878 it took delivery of four steam carriers from Raylton, Dixon & Co's Middlesborough yard.

Precursor. Celerity, Dispatch and Velocity were sister-ships of 130 ft. with compound direct-acting 50 hp engines, with 18 and 36 in. bore cylinders and a 24 in. length of stroke. They were never registered for fishing, as all the later carriers were, but they blazed the trail even though they were sold to a London company in 1881.

Race

Next it was Hull's turn and in 1880 the Hull Steam Fishing & Ice Co. (hereafter known as the Red Cross fleet because of its funnel marking) had *Europe* (H 1276), *Asia* (H 1278), *Africa* (H 1282) and *America* (H 1284) locally built. They were around the 135-ft. mark with 60 hp engines.

Who really won the race at Hull is something of a mystery, as the Great Northern Steamship Fishing Co. took delivery of *Onward* (H 1269), *Progress* (H 1271), *Vigilant* (H 1277) and *Speedwell* (H 1283) in the same year from Port Glasgow. At 131 ft. they were slightly smaller but had more powerful 65 hp compound engines.

These were followed in 1882 by the 135-footers *Australia* (H 1328), for the Red Cross fleet, and another local product from Earles' named *Eastward* (H 1324), both with 60 hp engines.

'Northerners' followed this up with *Colonel Smith* (H 1395), another 135-footer with an 82 hp engine, built at Blackwell in 1884. These carriers were to run alternately between Hull and London, but invariably they made a better price at Billingsgate and eventually everything was sent there.

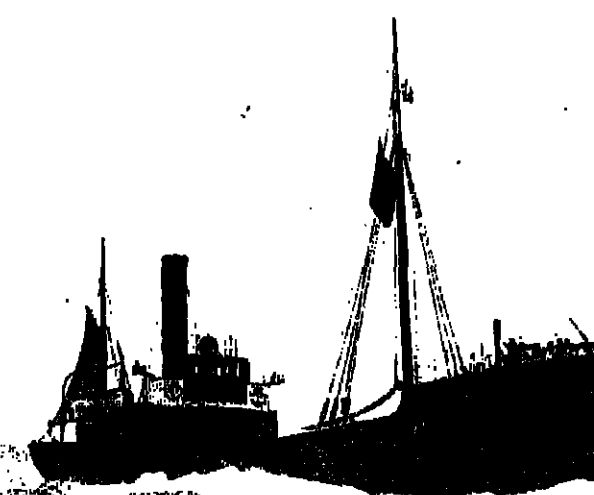
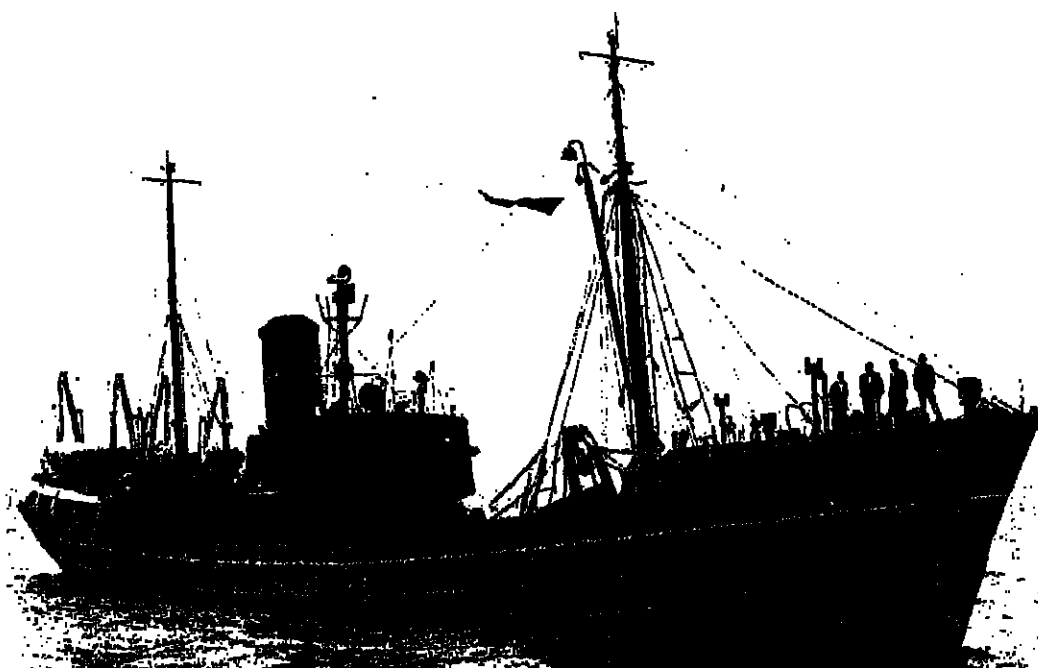
Back on the south bank the Grimsby Ice Co. undaunted, took delivery of four more steam carriers in 1884. This time it went to Earles' yard for the 134-ft. *Albatross* (GY 937), *Pelican* (GY 938), *Gannet* (GY 939) and *Cor-morant* (GY 940).

Like the Hull steam carriers, they were quite successful with their 68 hp compound inverted engines and did remarkable service ferrying upwards of 4,000 boxes per trip.

In 1896 they were sold to London interests with the Grimsby Ice Co. disposing of its entire fleet, and even the steamer fleeters at Grimsby, were on the verge of abandoning 'fleeting' in favour of 'lining', or 'single-boating'.

The Grimsby men appeared to object to having their operations controlled at all times by an Admiral, whilst at Hull 'fleeting' went from strength to strength. Although the 1914-18 war hit this particular facet of the industry very hard, it continued until March 1936 when the Red Cross fleet, and Kelsall Brothers & Beeching's Genscock fleet, finally folded and their fleets of steam trawlers and carriers were sold off.

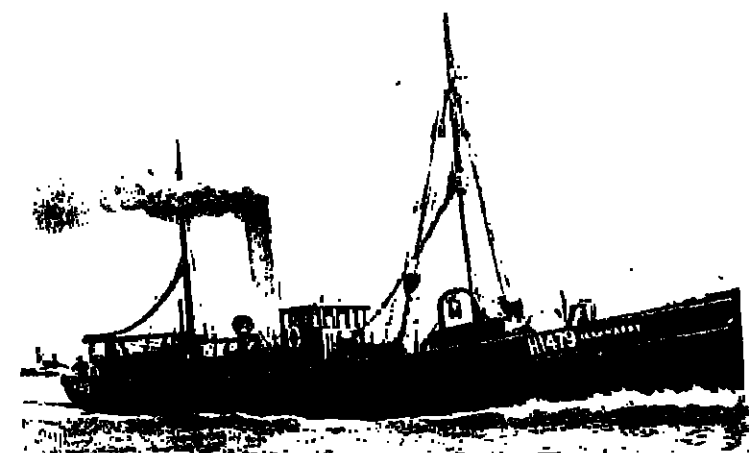
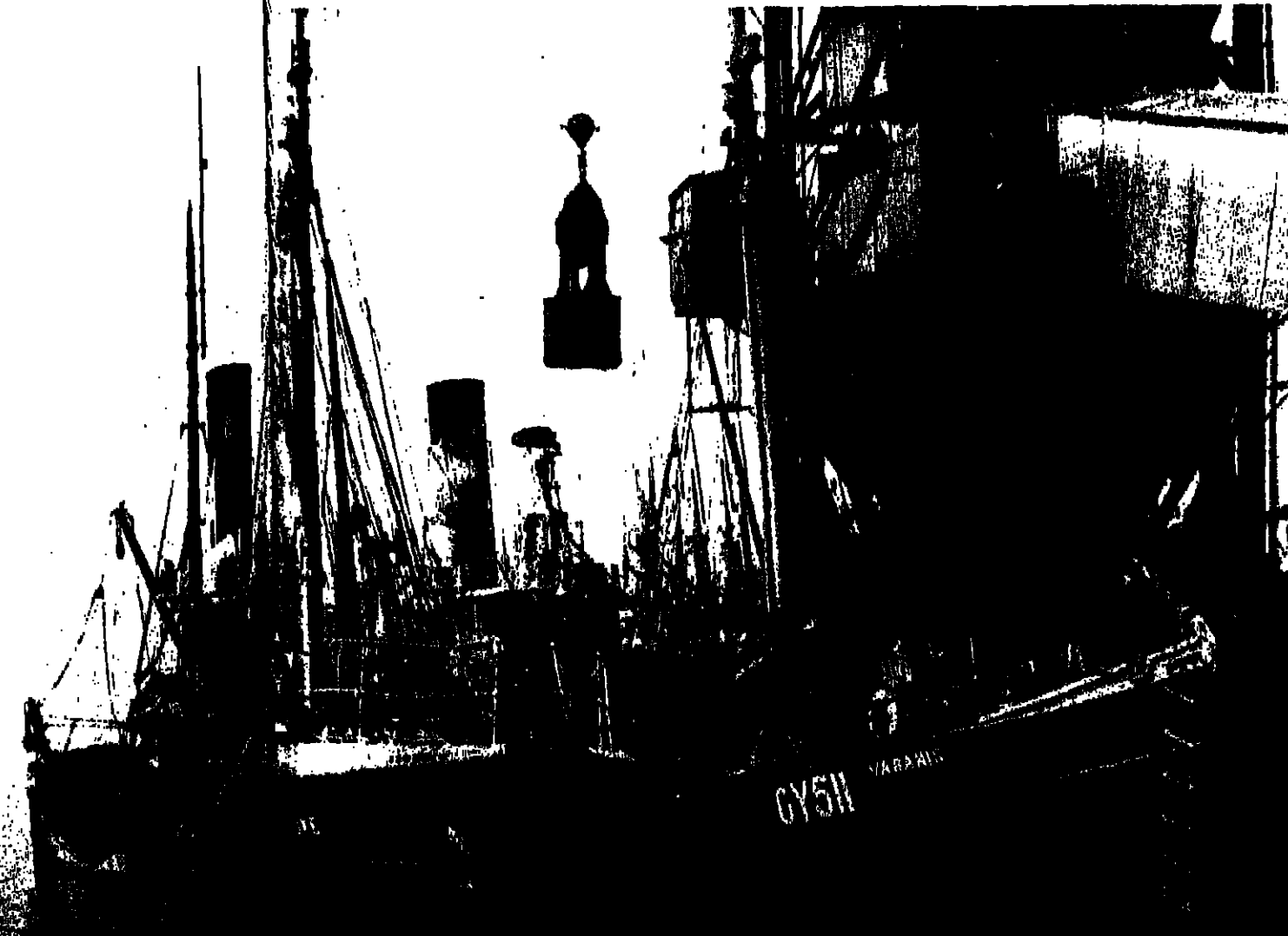
The early iron-hulled turn to page 35



Far left: tragedy ship *Kingston Peridot*, lost 1968 in a triple trawler disaster which claimed the lives of 88 men. Left: Grimsby 'codman' *Nalle Bruce*, built 1898, sunk by a German U-boat 1916. Above: fishing carrier *Maggie* built 1903. Right: Grimsby steamer *Northern Dawn* on the slip.



TRAWLERS



Top: *Irrawaddy*, probably Hull's first purpose-built steamer completed in 1885. Above: idle steamers during the 1901 Grimsby wage strike. Below: carrier ship *Progress*, owned by the Great Northern Steamship Co. Ltd. and built in Leith 1898.



Above: some of the local residents out to watch the Grimsby steamer *Drake* depart on a trip. Built in 1900, she sunk in 1917 — another war victim.

Left: Grimsby's last coal-burner *Athenum* built in 1918.

Right: among the last steam trawlers at Grimsby were *Varanis* and *War Duke*, seen here taking on coal around 1968. Built in 1910 and 1919 (respectively), *Varanis* was sold to Holland in 1961 and *War Duke* was broken up in 1962.

هنا من المصايد

CATCH '77

stand 80

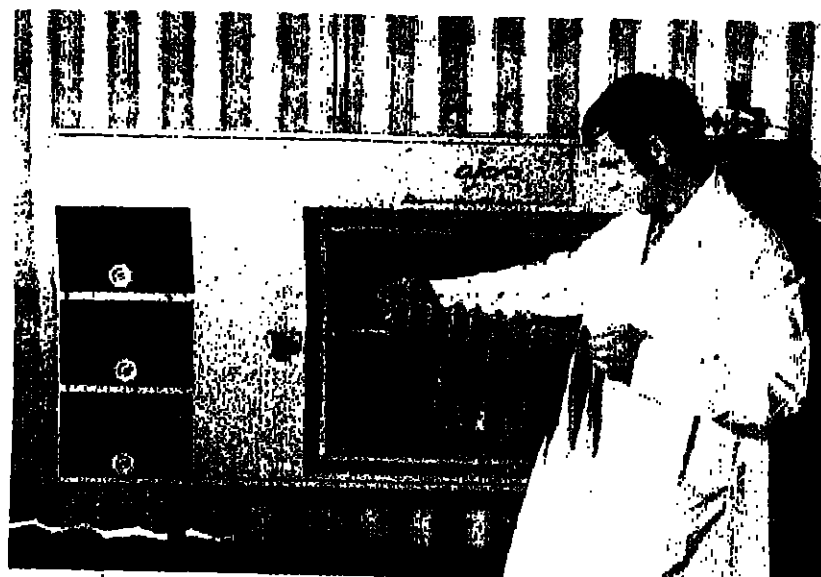
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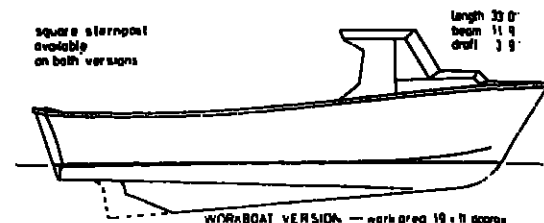
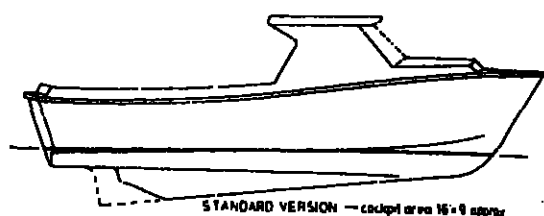
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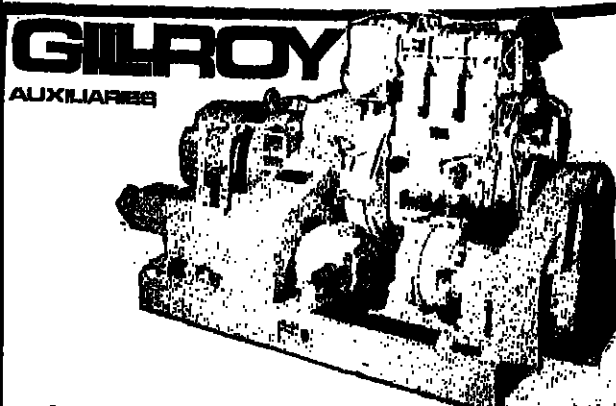
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STEAM

from page 31

carriers industrialised fishing, but most of these vessels had been pensioned off by the turn of the century in favour of steel vessels with more modern triple expansion engines.

In a sense the advent of the steam carrier somewhat delayed that of the steam trawler, pure and simple. The carriers were registered as fishing vessels to secure preferential docking dues and, therefore, carried fishing gear in the shape of an old cumbersome beam trawl.

From time to time the carriers would try a spell fishing, but invariably found the propellers did not 'grip' the sea sufficiently to tow the trawl properly without the assistance of the carrier's sails.

It was also argued that the principle of churning up the sea with a propeller would frighten all the fish away from any net which was lowered!

However, by 1879, the single-boaters and liners at Grimsby were beginning to feel the effects of thousands of beam trawls scouring the North Sea. Some of the home grounds had almost given out and the Dogger Bank was yielding less and less fish. Fishermen were making longer journeys and the quality of their catches was suffering badly.

Smackowner Charles Jeffs believed steam was the answer, but it was not until 1881 that he was able to convince enough other smackowners and the Grimsby and North Sea Steam Trawling Co. was incorporated with a capital of £50,000.

Experience

With great trepidation orders were placed for two 35 hp iron steam trawlers; one with Earles of Hull, because they were deeply interested in producing a suitable propeller for steam trawling, and the other at the local yard of experienced shipbuilder Thomas Charlton.

The Hull-built steamer *Zodiac* (GY 828), of 114-ton gross and 65-ton register tonnage and 93 ft. long, narrowly missed the Grimsby-built *Aries* (GY 832). And with J. Shuttleworth, also of Hull, producing another 35 hp steamer for J. Sellers of Scarborough, aptly called *Pioneer* which got into service late in 1881 ahead of the two Grimsby steamers, Hull may justly claim to have been the birthplace of the steam trawler.

Zodiac and *Aries* cost about £4,000 each; they were fitted with two-cylinder compound condensing engines, the bore on *Zodiac* being 17 and 31 in. with an 18 in. stroke.

Both carried a full set of sails, as per the popular ketch rig, including jibs and foresails — and they needed them.

Claims that the steamers could catch four times as much fish as the smacks in a quarter of the time must have been very doubtful. Inside a few years both vessels were spending more time on charter to Hull's Red Cross fleet as carriers than they were single-boat trawling for their owners. Yet the Grimsby and North Sea Steam Trawling Co. kept faith with steam.

By 1888 — when Grimsby's second steam trawler owning company was established — it had a fleet of nine steamers each with some improvement on its predecessor.

At Hull, owners accepted steam far more readily than Grimsby and, by the end of 1886, Pickering & Haldane (*Romulus* H 1483), Thomas Hamling (*Euphrates* H 1491), Francis and Thomas Ross (*Electra* H 1498) and the Humber (*Britannia* H 1508) companies had all invested in steamers around the 90-100 ft. mark.

So, too, had a number of private owners. With Hull and Beverley yards supplying early steam tonnage it became very influential in steam trawler development.

Claims

What is less certain is the name of Hull's first purpose-built steamer. Various claims favour *Magneta* (H 1447), built by Cook, Welton & Gemmell in 1885 for F. & T. Ross, although it is almost certain she was originally ordered as an iron smack, but completed as a steamer with a 40 hp engine.

A more likely candidate is George Beeching's iron 100-footer *Irrawaddy* (H 1479), which had been definitely laid down at her Hull yard as a steam trawler and also went into service in 1885 with a 45 hp engine.

There is very little doubt that the introduction of the triple expansion steam engine in 1885, using steam at a higher pressure with greater fuel economy, materially helped the rapid development of the steam trawler.

The period from 1890 to 1900 was marked by frantic steam building programmes at both ports. New owning companies sprang up like mushrooms overnight as the greater catching power linked to reliability and greater range attracted investment on an enormous scale.

A terrible series of storms in the nineties hastened the sensational decline of the sailing smacks.

In 1897 there were 448 smacks at Hull and 815 at Grimsby, by 1903 there were none left at Hull and only 34 at Grimsby. The steamers, on the other hand, had increased from 38 at Hull and 15 at Grimsby to 413 at Hull (including a small fleet of drifters) and 475 at Grimsby.

Smackowners who clung on to their vessels passed through the bankruptcy

courts in a tragic procession. Smacks costing £1,400 to £1,800 only a few years before were fetching as little as £200 and many were sold to Scandinavia and Iceland for the salt trade.

The steamers had another big boost in 1895 when Mr. Scott of the General Steam Fishing Co. of Granton produced the Granton trawl net and other boards to replace the old beam trawls. Previously, gear had been worked with a steam winch little better than a windlass with a solitary drum that was all the fishermen required when 'long lining' or working the single warp of the beam trawls.

Within a few years the twin-barrelled winch had been widely accepted and, by 1900, the steamers were working depths of 200 fathoms and the Granton trawl was considered to have increased efficiency eight-fold.

In 1891 Grimsby's *Aquarius* (GY 214), *Capricornus* (GY 215) and *Pisces* (GY 271) steamed to Iceland to survey these rich grounds for trawling as, apart from the 'codmen' who went north to the cod grounds for the salting season, no trawling grounds were known to exist.

They returned triumphantly groaning under the weight of huge catches of iced fish

and this was yet another giant stride forward for the steamers.

The trickle of steam trawlers down the building slips at shipyards on the Clyde, at Aberdeen, on the Tyne and Tees — and by no means least on the Humber — became a torrent.

Somehow though, Grimsby never made much of these glittering opportunities to cash in on steam trawling building and a fortune in work slipped through the town's fingers to Earles; Cochran & Sons Ltd.; Cook, Welton & Gemmell; C. D. Holmes and Amos & Smith on the north bank.

Boiler

Typical of many similar vessels at Hull and Grimsby was Charles Hellyer's *Sabrina* (H 346) built at Hull in 1897 by Cook, Welton & Gemmell Ltd. She was 105 ft. long, 22 ft. in breadth and 10.8 ft. in depth, fitted with a triple expansion engine with cylinders 12, 19 and 32 in. diameter with a stroke of 23 in., taking steam from a two-furnace cylindrical boiler with a grate area of 25 sq. ft. and a heating surface of 876 sq. ft.

Sabrina's boiler pressure was 180 lb. psi. and she would average somewhere over 34 tons of coal per day. As a single-boater she would carry

a crew of about ten, which could include a number of apprentices who were often barely into their teens. Her 45 hp engine by Earles would steam her at around 10 knots.

Many of these early iron trawlers had their bridges, usually open and sheltered only by canvas dodgers, situated well aft. With their tall 'woodbine' funnels amidships they had a very jaunty appearance.

In the days before wireless a distinctive funnel colour and design was often the only way owners knew if a trawler, or a liner, was making for port. Old fishermen would take up a vintage pointer off Cleethorpes and, with their telescopes, could identify practically the entire Hull and Grimsby fleets.

If she was a 'Grimmie' making for port a small boy was despatched post-haste to the owners' offices on the docks with the vital news, while 'Yorkies' were usually telegraphed in a batch to the owners' club.

Around 1900 a second phase of building came in as iron gave way to steel. New vessels were once arriving at both ports at the rate of two every week. Of course it couldn't last and didn't, but there were still large numbers of steamers arriving right up to the 1914-18 war.

Essentially the design and deck layout of steam trawlers varied only marginally over the years and the most noticeable difference was in the growth of size and power.

Even the 'handsome cabs' with their wheelhouses abaft the funnel were still being built right up to the war.

They were very popular with the trawler skippers, both single boaters and fleets, who liked to keep a well trained eye on the towing block and warps, and many survived two world wars before yielding to more progressive ideas as recently as the 1980s.

Huge fleets of trawlers were built up under company ownership, and one, namely Hagerup, Doughty & Co. Ltd. of Grimsby — the forerunner of today's Consolidated Fisheries Ltd. — amassed 60 new vessels in less than two years.

Before the turn of the century both port's single boaters were fishing Faroe and Iceland heavily. Such journeys usually meant additional coaling to supplement the permanent bunkers, abreast of the boiler, and at the forward side of the stokehold.

Coal was at times carried in bags on deck and used first. Even more coal was carried in the aft end of the fishroom; access to it being by a tunnel through the permanent bunker, fitted with a watertight door. Such sights were common right up to the last war and even after.

Some of the old 'liners' which went as far as Greenland for halibut took on more coal at Peterhead, or Sornoway, for trips which often lasted over five weeks.

Unpopular

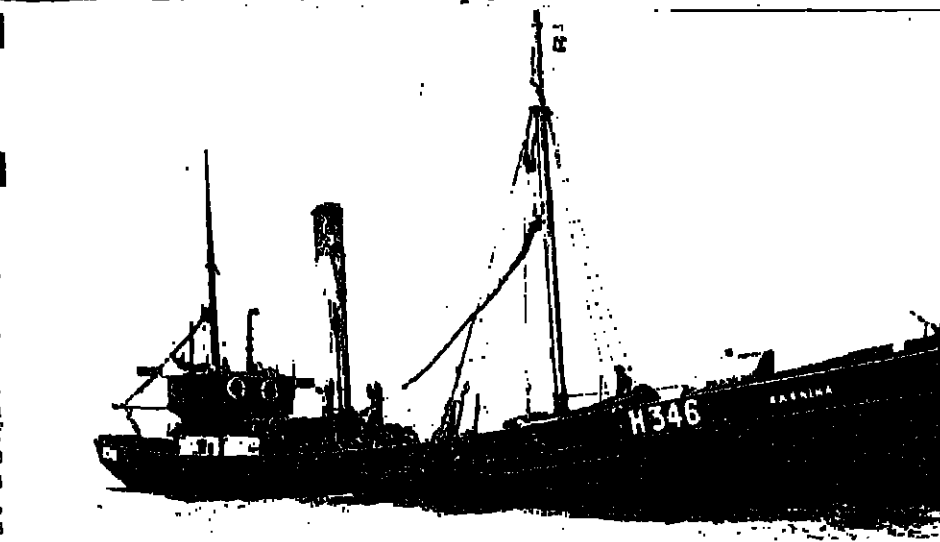
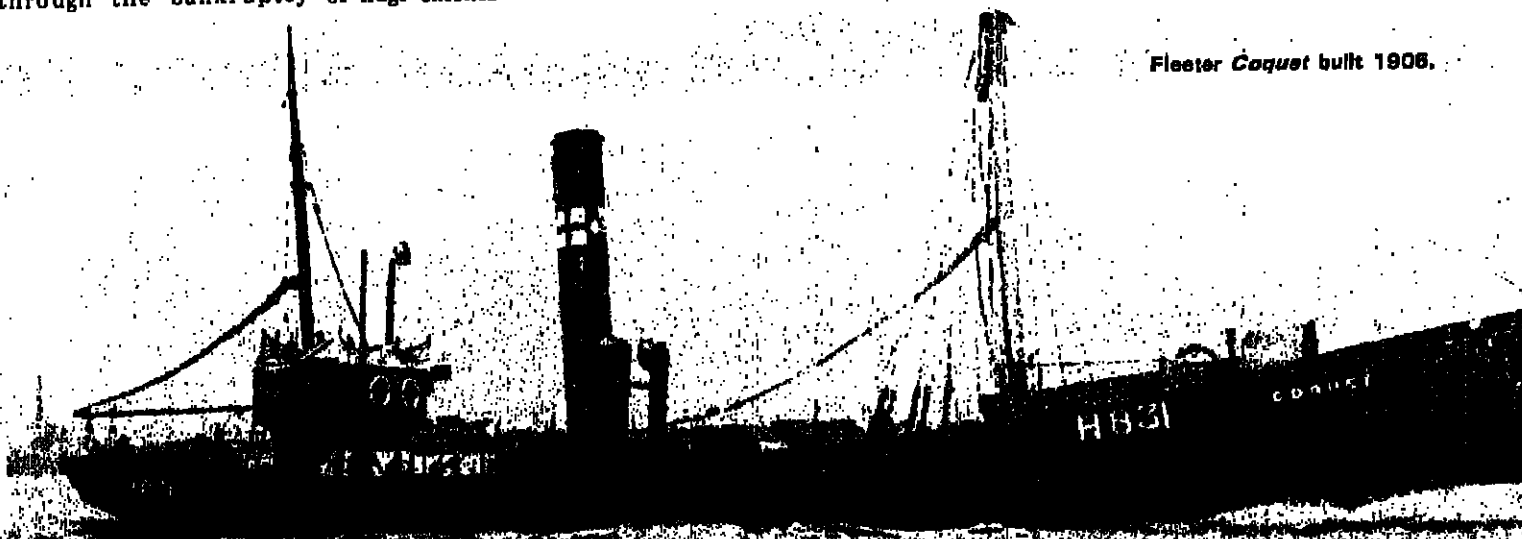
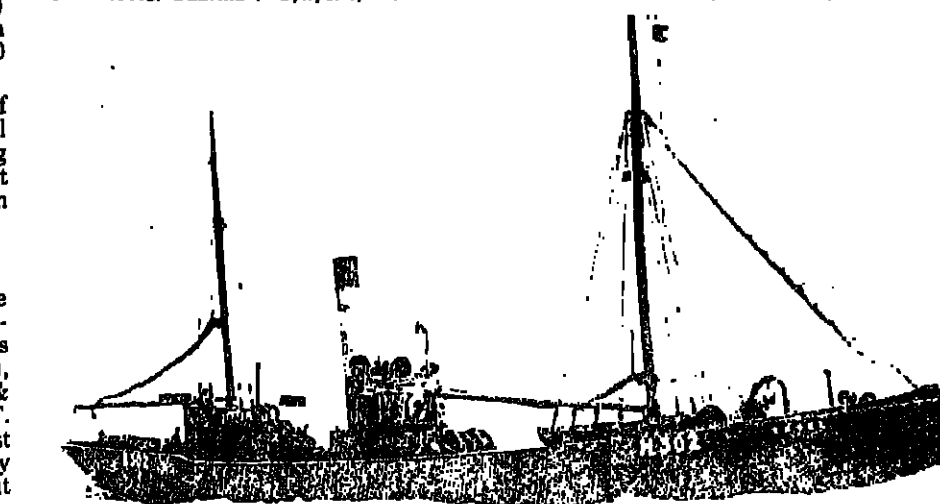
Meanwhile, steam trawlers constantly probed further and further afield. In 1905 Collinson's *Drax* (H 733), a big trawler in her day at 132 ft. and with a 70 hp engine, probed into the White Sea. *Drax*, incidentally, was the first Hull trawler fitted with a whaleback, but they weren't too popular and took a long time to catch on.

The year 1911 saw Grimsby's *Cambodia* (GY 597), a 135-footer, cross the Atlantic to Newfoundland, while the quadruple-expanded *Ionian* (GY 108) was the first Humber-side steamer around Jan Mayen Island in 1914.

When the Great War drums began to beat late in 1914, Hull had a population of around 280,000 and a fleet of over 400 vessels.

Two thirds of these trawlers were 'fleeters' running catches direct to Billingsgate on a daily basis, so Hull's landings of around

continued over

Above: steamer *Sabrina* (Hellyer's) built 1897. Below: steamer *Excel* (Northern's).Steamer *Caquet* built 1906.



STEAM

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80,000 tons do not represent an accurate picture of the very large contribution the steamers were making to the economy of the port.

In those distant days 'fleeting' had reached a pinnacle in terms of steamers involved and fish caught. There were four main fleets each with well over 50 steamers apiece, but the hostilities took such a toll that The Great Northern Steamship Fishing Co. sold out in 1919; Hellyer's abandoned its interest in this side of the industry to concentrate on single-boating more distant waters.

In six years the number of fleeters and carriers fell from 259 steamers to just 87 vessels by 1919, working through the Red Cross and the Gamecock fleets.

Merger

It was the Gamecock fleet, formed in 1897 by the merger of George Beeching's Hull trawlers and Kelsall Brothers of Manchester, whose Burmese-named trawlers had hitherto worked from Fleetwood, which were the innocent party of the 'Russian Outrage' of 1904.

The lumbering Russian Baltic naval fleet on its way to engage the Japanese Navy, under the formidable Admiral Togo, in a catastrophic action at Tsu-Shima, got trigger happy and for some ten minutes opened fire on the defenceless trawlers. It was a miracle there was not more extensive damage for, in the event, only the steamer *Crane* (H 756) sank.

The incident so provoked public feeling that only a personal apology by the Tsar prevented the Home Fleet from sailing to repay the Russians in kind.

The loss of Hellyer's fleet, although the company had diversified into this branch of fishing as recently as 1908, was also a severe blow. It had done much useful pioneer work on wireless telegraphy as long ago as 1913 with the carrier *Caesar* (H 874) and the trawlers *Othello* (H 956) and *Bardolph* (H 288).

In collaboration with Mercantile Marine, they had undoubtedly hastened the application of the far more

sophisticated radio telephones, installed on most Humber trawlers in the 1930s.

By 1914 Grimsby was almost entirely a one-industry port. Its population, standing around the 80,000 mark, gleaned its wealth from a fleet of 641 steam trawlers and liners landing well over 200,000 tons of fish annually.

There were some mighty fleets of single-boaters, far too numerous to mention, although space must be found for G. F. Sleight (later Sir G. F. Sleight, Baronet) who built up the largest privately-owned fleet of trawlers the world had ever seen and never owed a penny on any of them.

The steamers on both banks produced a race of fishermen so skilled at their calling that they were seldom ever at a loss as to their positions.

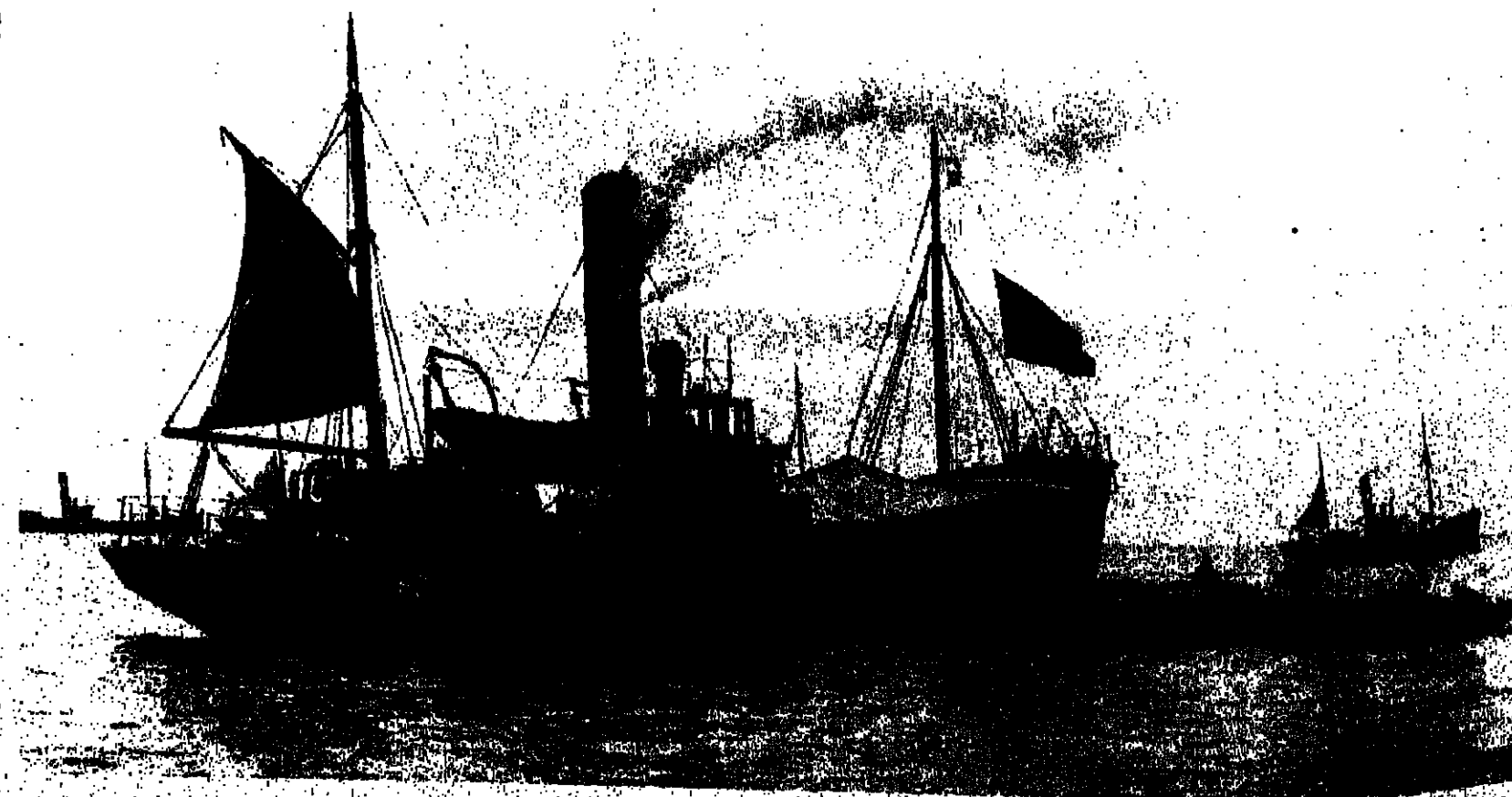
Fish finding aids were non-existent, while the only navigational instruments

Hull trawler *Asla* built in 1905 carrying out fleeting operations. This type of fishing took a terrible toll of human lives.



turn to page 39

Above: typical crew of an early Hull fleet. Below: Hull carrier *Swift*, built in 1907, taking on boxes for fleetinging.



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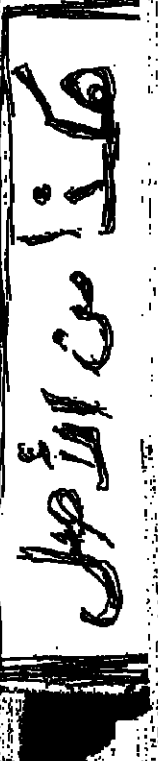
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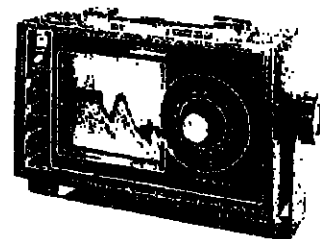
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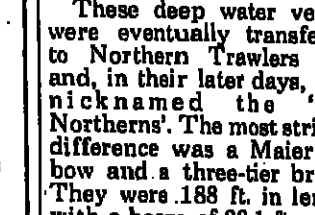
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STEAM

from page 39

slumped from 25s. (£1.25) per 10-stone kit in 1925 to 10s. 8d. (83p) in 1935, while owners profits slid from 16 per cent at Hull and 10 per cent at Grimsby to virtually nil.

Landings had to be regulated and controls applied and many a new steamer went off to Iceland or the White Sea only to return with a fishroom deliberately half-empty, yet they were fortunate as others were forced into long periods of idleness.

By the later 1930s the worst was over and new distant water tonnage was recommenced at both ports at a fairly useful rate. The depression left a lasting impact, engulfing several respected firms at both ports which failed to come through it.

The most mourned were the old Red Cross and Gamecock boxing fleets at Hull, while Grimsby lost several long-standing and respected firms including Billy Grant's companies and most of the old Baskcomb fleet.

The gaps left were soon filled by new owners, convinced the worst was over and willing to chance their arms. At Hull Tom Boyd, weighed in with the Boyd Line and Charles Hudson and Cecil Smith got Charleson-Smith Trawlers onto its fleet.

Grimsby welcomed the Bennett family with its 'shire' trawlers, and with Grimsby Town gracing the upper half of the English first division of the football league. Consolidated Fisheries built a fleet of 'footballing' trawlers with some of the finest vessels ever to come down from Southbank-on-Tees.

It was during the thirties that the Rinovia Agency started its long connection with Grimsby. One of its finest steamers was the majestic King Sol (GY 338).

Built in 1936 of 486-gross tons and with a length of 166 ft., her triple-expansion engine had cylinders with 14, 24 and 40 in. diameters and a stroke of 27 in. Superheated steam was supplied at a pressure of 220 lb. psi from a three-furnace cylindrical boiler with a grate area of 63 sq. ft. and a heating surface of 2,360 sq. ft.

Three-tier

In 1936 a fleet of 15 German trawlers arrived in the UK to release frozen capital in Germany owing to a large British firm. They were more or less identical and, after failures at Fleetwood and rather a brief trial at Hull, were based at Grimsby in 1937 where they were regarded with affection as fine seaboats. They gave outstanding service, being very fast and economical.

These deep water vessels were eventually transferred to Northern Trawlers Ltd. and, in their later days, were nicknamed the 'Old Northerners'. The most striking difference was a Maierform bow and a three-tier bridge. They were 188 ft. in length, with a beam of 28.1 ft. and a depth of 15.5 ft. At 655 tons gross they were among the largest pre-war sidewinders.

Their machinery consisted of triple-expansion engines with 15, 24 and 39 in. cylinders with a stroke of 26 in. The exhaust from the

engines passed through a turbine which transmitted its power to the main shaft through a hydraulic coupling and double reduction gearing. Superheated steam at 227 lb. psi was supplied by a three-furnace cylindrical boiler with a grate area of 74 sq. ft. and a heating surface of 2,591 sq. ft. Originally coal burners, all but two were later converted to heavy oil.

Doldrums

In 1939, when the war ended a somewhat fitful peace, there were just on 700 steamers registered on the Humber, but the industry was in the doldrums again and the 'Development Schemes' had 20 per cent of the fleet withdrawn and the others limited to 75 per cent capacity in an effort to improve fish quality.

This time the demands of war were much heavier. Hull almost ceased to exist; from January 1939 when 248 trawlers were registered, the Admiralty creamed off the newest trawlers to leave 66 by the end of the year. And this fell to a solitary fishing vessel by the end of 1940!

By the end of 1944 replacements had swelled the ranks at Hull to 31 vessels. Grimsby fared better, but the port was left only its oldest vessels which remained as a nucleus to carry on fishing in the very limited areas open to them off the east coast.

Several met untimely ends at the hands of enemy aircraft or by striking mines.

Those on Admiralty service served in many theatres of war and were maids of all work from minesweeping and escort duties to boom defence and barrage balloon vessels. Some of the older craft were converted to carry fuel and water to supply the highly specialised shipping involved in the invasion of Europe.

In later days, with things going well and the menace of the U-boat considerably lessened, some steamers returned and sailings were resumed, in a very limited manner, to Iceland. Trawlers worked in packs of five.

At the end of the war their reconversion and return to fishing was given a high priority, with ship repairing establishments all over the country doing valued work and the Humber ports in particular playing a vital role.

Yet again, in terms of human life, both ports paid an extremely high price.

After the trawlers were 'demobbed' there was quite an exchange of vessels between the ports and, for a time, old rivalries were forgotten as rigid controls, particularly on the marketing side, were applied to the industry.

If anything Hull came out of these deals marginally better off than Grimsby as Hull was anxious to re-establish its distant water fleets, while Grimsby still had a big North Sea and middle water fleet of older vessels which had survived the war.

Big distant water trawlers like *Compton* (GY 421), built for Sir Alec Black as *Fighter* in 1937, became Hud-

son Brothers' *Cape Warwick* (H 272). But it was not all one-way traffic as the slightly older *St. Melante* (H 387), *St. Mervyn* (H 40), *Kingston Turquoise* (H 45) and *Kingston Topaz* (352), to mention but a few, went the other way as just a few of many 'swaps'.

A major development after the war was the introduction in 1946 of oil-fired steamers. The Hull steamer *St. John* (H 254) was the first of these, but Grimsby was not far behind with *Rinovia* (GY 327) launched in 1947. She also had a place in the history books having Humberdale's first reliable radar installation.

Converting

Well into the 1950s the builders had full order books and there was also much work converting coal burners into oil-fired steamers.

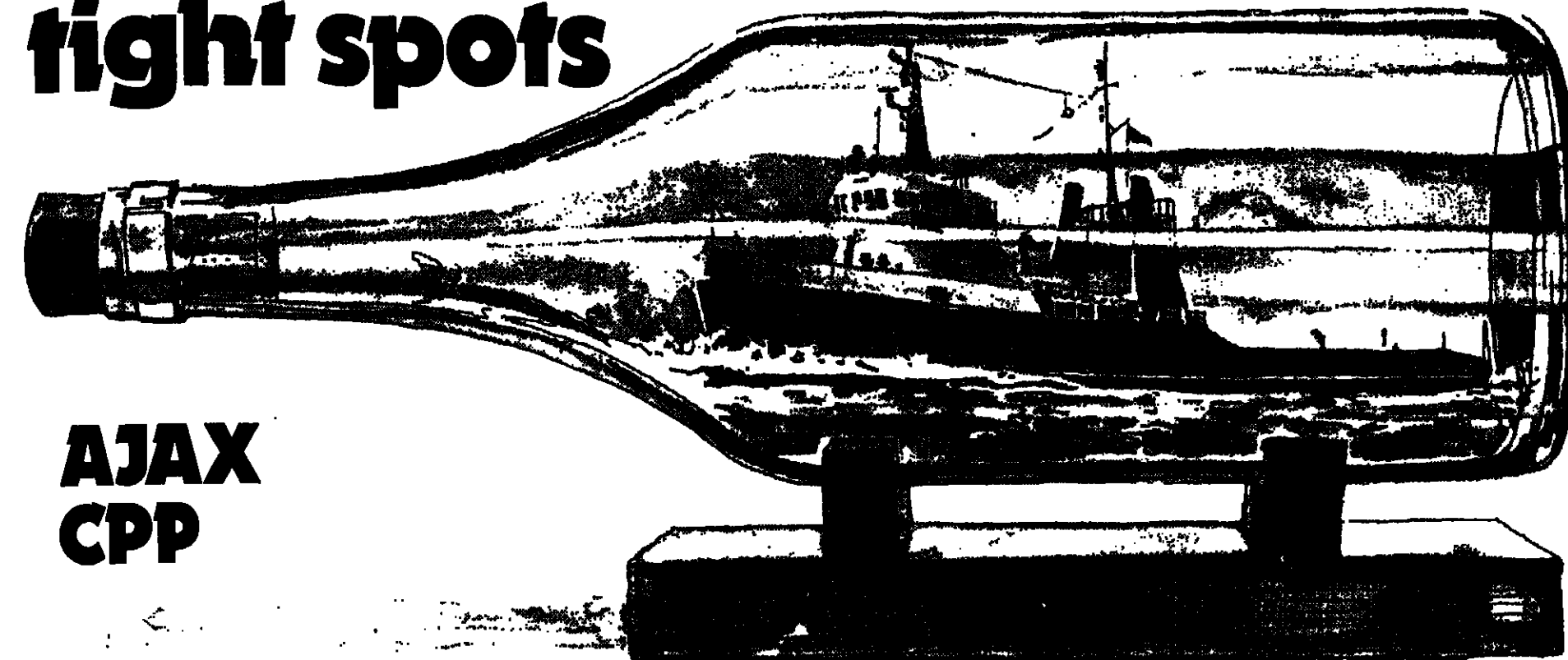
By now the conventional steam trawler was nearing its final phase. The development in physical size was not so marked as previously and there were signs that, for practical purposes, the limit of steam propulsion had almost been reached.

Increases in size over the years, up to 170 and 180 ft, materially improved accommodation and facilities for the crew, although as is the way with all new ships everyone had been hailed as a wonder in her day.

On deck increasingly powerful winches had been the order of the day while the old hand steering had given way to power, first by a steam engine placed in the

turn to page 42

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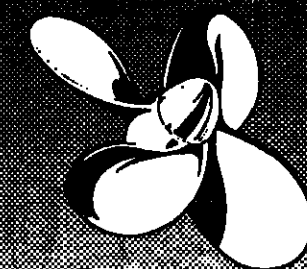
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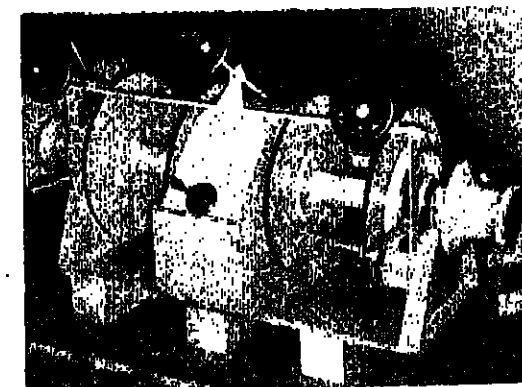
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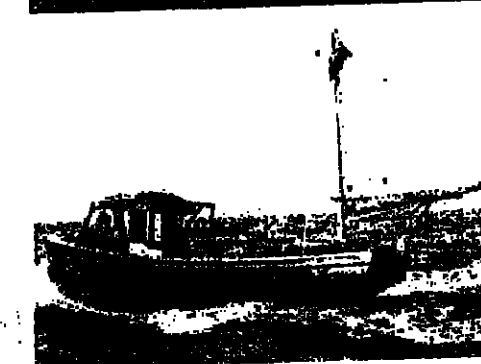
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STEAM

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wheelhouse working in conjunction with rods and chains to the tiller quadrant.

Later the steering engine was placed aft operating directly through gearing to a toothed rudder quadrant controlled by a hydraulic telemotor from the steerman's wheel on the bridge. Electro-hydraulic steering gears were later fitted on a number of steamers.

Over the years life-saving appliances also underwent considerable changes. To the Second World War most vessels carried a single boat aft under a derrick, an arrangement which was far from satisfactory as launching was a risky job even under ideal conditions.

After the war the larger trawlers were required to carry a lifeboat on each side sufficient for the entire crew under mechanical davits. Later it became standard practice to fit gravity davits with lowering winches and wire rope falls.

Later the single-arm davit capable of launching the boat on either side came in, but these innovations did little to improve the chances of survival under Arctic conditions in the event of total disaster. The break-through really only came with the inflatable liferaft.

From 1962, when Hull had 165 distant waters and Grimsby an assortment of 218 steamers, there was a gradual decline. Owners were becoming more interested in motor trawlers, yet there was one final advance in steam engineering when six 180 ft. German-built trawlers arrived at Grimsby in the mid-1950s.

These were the last steam trawlers to work from the Humber and their machinery was the ultimate development in triple-expansion engines fitted to trawlers. Oil-fired and embodying exhaust turbines, their engines were enclosed with forced lubrication to the bearings. They were very economical vessels, burning some nine-tons of heavy oil daily, against as much as 14 tons on some of their contemporaries.

The Fleck Committee's decision to recommend

building loans to owners scrapping two vessels in favour of one new one in the late 1950s virtually put paid to the coal-fired steamers. The last coal burner on Humber was Sir Thomas Robinson's *Athenian* (GY 357) which bowed out in 1963 after 44 years service when coal had risen to £7 per ton.

Shunning the rich seams of Yorkshire coal, the owners looked to the east for cheap oil and brought to an end an era of Humber history marked by prosperity founded on fish and coal.

The oil burners held out in dwindling numbers for another decade but, by 1970, their days were numbered as bunkering oil rocketed to over £60 per ton.

Only the six German-built steamers, all owned by BUT, survived at Grimsby and Boyd's *Arctic Ranger* (H 166) at Hull.

It was a brief respite; inside 12 months further oil increases had doomed the lot and the era of steam on Humber was over.

In a fitting finale at Grimsby the very last steam landing on March 24, 1976, produced the best-ever grossing by a steamer when *Lord Beatty* (GY 91) put ashore 2,733 ten-stone kits of fish which fetched £48,282. Less than three months later she was a pile of scrap in a breaker's yard.

To many it was sad to see these fine ships succumbing to the burner's torch when they were sound for many more years' service. Steam, as more years' service. Steam, as more years' service. Steam, as more years' service.

The steam trawler was a specialised vessel often operating under extremely arduous conditions demanding the utmost reliability of its machinery.

Right to the end it fulfilled these conditions, but basically it was the product of an era of cheap fuel and cheap labour. Changes were inevitable when these ceased to exist.

Lords, ladies and gentlemen of the fleet

THE COMING of steam trawlers in large numbers in the 1890s virtually put paid to the pattern of skipper-ownership which had been such a feature of the sailing smacks.

A steamer in the mid 1880s cost more than three times as much as a fully equipped smack and, by the turn of the century, the figure was eight fold (about £10,000). No longer could an aspiring skipper plough back his profits to purchase his command from the owner (a system called 'working out').

Many of the stalwarts of the industry on Humber had taken their first step from skipper to owner in this manner and there had always been a big turnover in smack ownership due to the success, or failure, of these private schemes.

Names of smacks, with a few exceptions where one man had built up a fleet, were usually of little consequence; invariably the initial owner had his reasons but, thereafter, the name stuck and a new owner seldom changed it.

With steam, however, it was different. To finance the steam trawlers owning companies with share capital mushroomed up and the fleets had to have an identifiable theme. There was more than money at stake and company pride was a vital factor.

Humber's first owning company set the pattern at Grimsby where the Grimsby & North Sea Steam Trawling Company chose names from the signs of the Zodiac. When they ran out they used other astrological names.

Among the most popular early ideas were the alphabetical fleets. Prime mover here was Moody & Kelly's Grimsby Steam Fishing Company with a fleet of codmen all ending in 'IC', from *Arctic* to *Stic*.

Also in Grimsby were alphabetical fleets belonging to Butt's East Coast Company, with names ending in 'A'; North Eastern's floral fleet (also ending in 'IA') which was well into its second alphabet when the Great War came along, the Albion, the Ocean and the old 'Box' companies.

Easily the largest by a long way was that of Hagerup, Doughty & Company which went through the alphabet

twice from *Aberdeen* and *Ashton* to *Zennor* and *Zetland*. One of Grimsby's few 'fleeing' outfits, the company also had a set of carriers with the prefix 'City of'.

At Hull James Collinson followed the alphabetical system naming his trawlers in rotation after parts of Yorkshire. These vessels also carried the initial letter of their names on their funnels and there was no mistaking these single-boaters.

James Leyman chose British rivers for his vessels going from Avon to Ribble, although he appears to have been stumped by the letter 'B'. They were mainly 'fleeters' and perhaps, someone with a very long memory on the north bank can clear up this little mystery.

Of Hull's other boxing fleets the Hull Steam Fishing & Ice Company (the Red Cross fleet) went in for place names and originally its carriers were called after countries or continents, while the Great Northern Steamship Fishing Company's trawlers all had names beginning with the letter 'B' and the carriers generally names depicting their work like *Onward* and *Progress*.

Kelsall Brothers & Beeching's renowned Gamecock fleet were originally an assortment of Burmese names, all once of Fleetwood, from the Kelsall Brothers side and wild birds which George Beeching had selected as his theme. In later years the entire fleet was to drop the Burmese connection and concentrate on birds alone.

Pickering & Haldane was another Hull firm which played about with fleeting during a long and illustrious career. It, too, named some of its early vessels after wild birds, but over the years the company chopped and changed its themes many times from place names, local philanthropists, explorers, politicians, Japanese themes

— finally ending up with a fleet of Lords.

When Pickering & Haldane's ceased to exist after the war its Lord trawlers formed the basis of the now defunct Lord Line Ltd., and there are still three current motor trawlers on Humber-side which owe their 'peerages' to this company.

Hellyer's now Hellyer Brothers of BUT but originally Hellyer's Steam Fishing

Company, began its interest in boxing in 1906 and ran it in parallel with deep water single-boating until the 1914 war.

Charles Hellyer was a smackowner whose love of Shakespeare was reflected in a flourishing fleet of sailing smacks which bore Shakespearean names and other than for a little hiccup when steam first came in, the family has retained this

One of Hull's famous 'Lords', the trawler *Lord Tedder*.

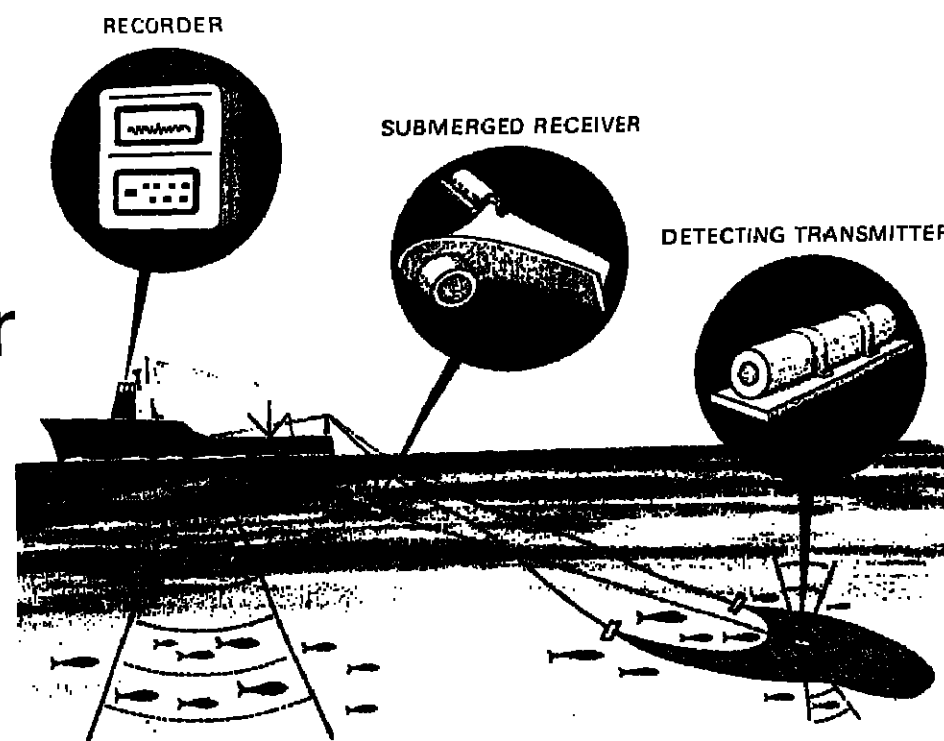
tribal names like *Pict*, *Roman*, *Kurd*, etc. More recent acquisitions have been the Kingston company (gemstones with the prefix Kingston from 1928) and the West Dock company (with the suffix Wyke) plus the Loch boats which moved to Hull under the Loch Fishing Company of Hull Ltd., after the 1939-45 war.

The company has absorbed many of its rivals in its long reign at Hull and, from the old Imperial Steam Trawling Company, 'inherited' its

Continued overleaf

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has greater
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This new version of Marconi Marine's successful net monitor retains all the well-proven features of the design, but the range has been increased to give even better performance at the greater mid-water depths fished for blue whiting.

Net Monitor NM853T shows you the depth of the headline below the surface, the character and position of the bottom relative to the

headline and footrope, the presence of fish above and below the headline and an indication of the quantity of fish in the net. It will also monitor water temperature at the net.

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COMMUNICATION
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from page 43

One of Hull's oldest companies, Thomas Hamling & Co Ltd, named its early steamers after major rivers in the world, but got as far as St. Lawrence and kept the prefix Saint thereafter. It shared this theme with the Saint Andrews Company, yet another Hull firm to opt for a change over the years, having gone into steam with yet more wild birds.

Wild birds were equally as popular among the pioneers at Grimsby. The erroneously named Pioneer, and Cleethorpes companies

shared this theme with Tommy Baskcomb's big fleet, which actually painted a white silhouette of the appropriate bird on the funnel of each trawler.

Many Grimsby companies liked to pick names with seven letters in them, presumably for luck, usually starting each name with the same letter.

There were of course exceptions but, by and large, it worked and numbered among this system were T. C. & F. Moss ('C'), Bacon's Arctic ('V'), Lindsey ('L') and Dolphin ('O') Companies, Letten Brothers' Atlas ('V')

Company and Butt's Standard ('S') Company, while well within living memory Crampin's had a team of famous cricketers conforming to the seven-letter rule only.

Possibly, though, the prefix system was the most popular on both banks. By placing one instantly recognisable word before another, usually connected with the former, a company's trawlers were easily identifiable.

In Grimsby the Earl Company trawlers all began with Earl, the Grimsby Victor Company with more Saints and the Beacon Company had another Lord fleet.

Stella Aquila, one of the famous 'Stella' line at Hull.

Where this idea became confusing was when two different companies chose the same prefix, as happened around the turn of the century when the Monarch Company and the Viking Company chose King for their Grimsby fleets.

More modern versions were the Northern boats for Northern Trawlers and the Boston and Ross names operated at both ports by these companies.

In Hull the Boyd Line Ltd. has stuck by its very distinctive

Arctic prefix, while unfortunately the long association of the Cape trawlers with Hudson Brothers and the Charles-Smith Stella boats disappeared behind more Ross prefixes in the mid 1960s.

Back in the 1920s the revamped Cargill Company, operating under the rather curious title of Jutland Amalgamated Trawlers, had a fleet of vessels whose names all began with the prefix Lady.

The Cargill Company, another of Hull's oldest, had originally gone in for names ending in Empire and this suffix system was followed by the Trident Company with names ending in Ness, Marr's-ella trawlers and delving right back the S.T. White fleet all ended —ward Hol (Usually a direction, like Westward Hol).

Less complex themes came from Newington's which has stuck by famous authors for over 60 years; the old City Company with its wards of Hull until Marr's bought them out; Francis and Thomas Ross Ltd. with electrical and wireless pioneers and inventors; the long defunct Humber Company with its dogs and hounds; and of all things makes of motor cars by the old Holderness company!

Also in Hull, Armitages simply chose girls names; W. B. Willey ranges of British hills; J. A. Smith went in for castles; while the very old British Company had a huge fleet all named after insects. It was unconnected with the British Coast Company which ran steam drifters bearing the names of fishing ports.

Back once more in Grimsby these plain themes were followed by the Queen Company's Royal residences, Morris & Fisher's animals, more rivers from Jeff's Brothers and Consolidated Fisheries, which had up to 100 other themes including Lords, towns and castles in a colossal fleet of well over 100 steamers in the early 1920s before settling for football teams in the early 1930s.

Billy Grant went in for famous admirals; the White Star Company for islands; Mackrill's for mythological creatures; Roberts & Ruthven for Egyptian gods; while H. L. Taylor & Company can trace its Japanese five-lettered names ending in 'O' back to the early 1900s.

More recently were Croft-Baker's trawlers named after clock makers; Bill Butt's open singers; and the fleet of shire trawlers which the Bennett family brought to Grimsby in the 1930s.

With something like 400 plus owning companies at the Humber ports having cared for upwards of 6,000 different steam trawlers, it is impossible not to leave many gaps in this look at the way Humber-side trawlers were named.

Large numbers were shuffled around between different owners — especially at Grimsby — without a change of name ("Change the name and change the luck" they used to say) and there were some very large 'mongrel' fleets about. Grimsby philanthropist Sir Alec Black, Baronet, had a multiplicity of such companies, but when he built fresh tonnage as opposed to buying second-hand he named many fine vessels after race horses.

One of his contemporaries Sir George Frederick Sleight, Baronet, always built new vessels and shortly before he died in 1921 had the largest privately owned fleet in the world. They nearly all had names beginning with an 'R' and ending with an 'O'.

Humber 50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

JUNE 1927

"FISHING NEWS" advert aimed at steam trawler owners: "Reduce your coal bill by 20 to 30 per cent with patented Claxus system which descales trawler bollen and tubes."

SIR Thomas Robinson of Cleethorpes, trawler owner, fish salesman, merchant, and chairman of the Dominon Steam Fishing Co., leaves £161,496 in his will.

GOLD watch and cheque for £20 being sent to the crew of the German trawler Simon von Utrecht for saving the crew of the Grimsby drifter Bloomfield in heavy seas.

SECRETARY of the British Trawlers' Federation, Robert Jackson of Grimsby, has been bestowed the Order of the British Empire for his services to the steam trawling industry.

STOKERS aboard Hull trawler Lord Astor work on while knee-deep in water after a collision off Noos Head, Calthness, with Hull trawler Lord Lister. Lifeboat made ready after pump fails, but Lord Astor just reaches Peterhead.

GRIMSBY trawler Saltire sails into port with a German mine securely lashed to her deck. She had picked it up 50 miles off Spurn several days before.

COCHRANE launches 140 ft. steel trawler Surf-tower for Hull owners. She is to pioneer halibut fishing at Greenland.

"KINGSTON ONYX", the 12th sister-ship added to the fleet of the Kingston Steam Trawling Co. in three years, launched by Cook, Welton and Gemmell at Beverley.

HULL 'soon to overtake Grimsby as the country's top port'. 294,311 qrs. worth £156,491 landed at Hull during May 1927, against 291,868 qrs. worth £259,270 put ashore at Grimsby. Grimsby's foreign landings of 41,136 qrs. tipped the balance on weight.

"WIRELESS" telephone conversation experiment carried out between Hull trawlers Lord Mountbatten and Lord Winterton. These two ships, plus Lord Davenport, are the first trawlers in the world to be fitted with wireless telephone apparatus. Maycon has improved the equipment which was first used by whaler South Georgia at 400 mile range.

FUTURE COULD DEPEND ON Seiner and pair trawler fleets

ANY RECOVERY of the Humber-side fishing industry must now clearly be based on a restructured fleet where the emphasis is firmly on near and middle water fishing carried out by much smaller vessels.

The contribution already being made by Humber-side's anchor-seiners and pair teams cannot be underestimated.

The continued investment in new tonnage, almost entirely for Grimsby owners, has done much to cushion the effects of the contraction in the numbers of operational trawlers.

Indeed, if there is a silver lining to the gloomy clouds presently enveloping the industry, it must lie with the seiners and the prolific pair trawlers.

Seining is believed to have been developed in Denmark during the late 1840s by Jans Væver. First used in coastal waters to catch flat fish, it gradually spread throughout Scandinavia, particularly in Sweden, and was successfully adapted to deeper waters.

Anchor-seining is a kind of stationary trawling, with the vessel laying down an anchor buoy and then, as it proceeds in an arc, the first length of warp followed by the net and finally the second length of warp before it arrives back at the anchor buoy. In this way it is possible to cover a very large fishing area.

The highly-successful pair trawler *Margrethe Bøjen* (Skipper Jens Bøjen) which partners *Frances Bøjen*.

The gear is hauled from the vessel riding at anchor and, as the two warps close together, the fish are confined to an ever decreasing area and eventually swept into the net. Because the gear was 'towed' by the winch the vessels used were relatively small and for years the Danish-type seiner, so popular on Humber-side, was fitted with a simple, slow-running type of semi-diesel engine.

Sheer

They were thus very suitable for private ownership and this is still very much the rule in Denmark and, also, to a certain extent on Humber-side. Modern building costs are, however, just beginning to put them beyond the reach of all but the most successful skippers.

The Danish seiner differs considerably from other fishing vessels, being rather more full bodied with considerable sheer forward — characteristics necessitated by the amount of time spent at anchor often in heavy weather.

The beginning of seining at Grimsby, and also at Hull, can be traced back to 1922 when the late Sam Franklin formed the Grimsby Seine Fishing Co. Ltd.

He had bought a number of ex-Admiralty wooden steam drifters like *Shade* (GY 186), *Swirl* (GY 189), *Blacknight* (GY 188), *Cloudarch* (GY 187), *Whitenight* (GY 88), all about 88 ft., long with 270 hp triple expansion

engines, and converted them for seining for haddocks on the Swashway grounds.

About this time there was considerable hardship in Scotland and East Anglia among herring drift-net fishermen. The war had put paid to many of their valued markets on the continent and in Eastern Europe, so Sam Franklin was able to recruit a whole contingent of men to man his steam seiners from Buckie, Lowestoft and Yarmouth.

To begin with, the vessels did very well all the time — the haddocks were there and other owners, notably Thomas Baskcomb, junior, and Garratt and Jellis, followed suit. The steam seiners usually worked a six to eight-day trip, with an eight-man crew, and if a skipper made £20 per day he could bank on

a bonus! At the same time the old Danish seiners began landing at Grimsby, no doubt attracted by the better price on the Grimsby market for their flats, and also a number of Swedish motor seiners which later deserted the Humber

turn to page 46



Nobbing Machines

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After many years of experience and intensive research BAADER has developed a new system for nobbing. Fish of different quality are exactly processed with a high output, up to 350 fish/min.

The BAADER head length control well proven at BAADER filleting machines guarantees a most meat saving heading cut. New-styled solasors separate head and back bone, but not the guts. The conical rollers of the nobbing tools smoothly grasp the guts without a jerk or tearing in spite of high speed. The machine is of course equipped with a tail fin cutter and with a device cutting the fish to length. The BAADER 465 can easily be operated and maintained. BAADER nobbing machines are again another step towards the future.

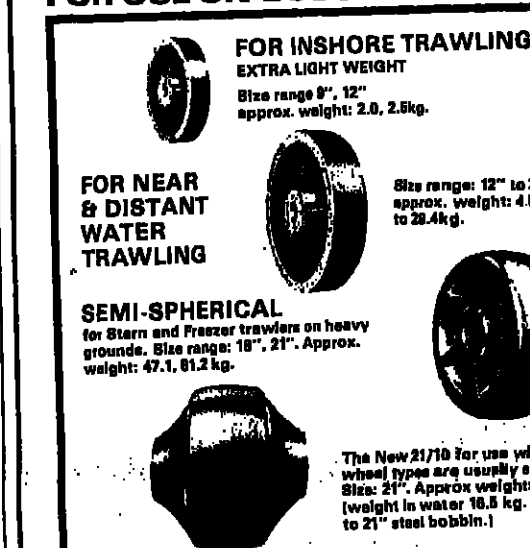
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The New 21

FISHING NEWS

Seiners

From page 45

port in favour of Aberdeen. Among the first to sell Danish-caught seiner trips on the pontoon were Mudd's, Sam Chapman's and Fred Sleight.

In the early 1930s the depression hit seining hard and only really Franklin's carried on with the Grimaby steam seiners, although Harry Franklin had now taken over the ownership.

In its heyday the firm had a fleet of 18 and many of the skippers it employed like Alfie Nudd, Robert Cowie, Peter Parker and Joe Humphries are still well-remembered names associated with the early days of seining from Grimaby.

When not on the haddocks, several caught a lot of dabs around the Pits and these were very popular with the London trade in those days.

During the 1930s quotas were imposed on foreign landings to prevent the badly



Grimaby's top anchor-seiner *Edel* is another new craft in the fleet. She is skippered by Leif Gravessen.

depressed markets from being flooded with fish, but a number of licences were granted as a concession to the Danish motor seiners which allowed them to continue landing on Humberide (including Hull).

They were much prized

due to the poor continental markets and the select few would often work a whole season out of Grimaby, lodging their families ashore and forging close relationships with the town.

The steam seiners also had to compete with a few Danish seiners which were bought by Grimaby interests, like *Creag Mhor* (GY 17), *Clavis* (GY 347) and *Geneara* (GY 382), to get the hand of seining for flatfish. *Clavis* and *Geneara* are still going strong from

Grimaby, the latter still being a top money earner.

They were, however, very much pioneering days and there were less than a dozen seiners on Humberide when war broke out in 1939.

As Denmark was invaded a considerable number of Danish motor seiners escaped with their crews to this country. Many who joined the Grimaby industry during those dark days are now stalwarts like Anton Bojes, Tudar Jensen, Peder Nyborg, Volmar Nielsen, Tom Christensen and Margon Hansen to mention just a few.



Green Valley is a new addition to Grimaby's fleet of pair trawlers. She has teamed with *Paul Antony* in the Danbrit agency.



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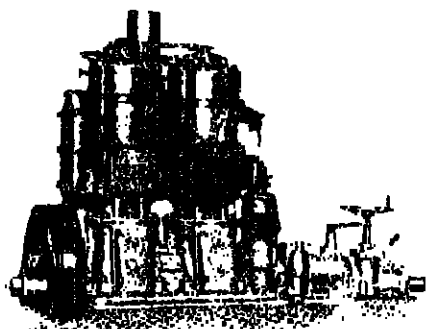
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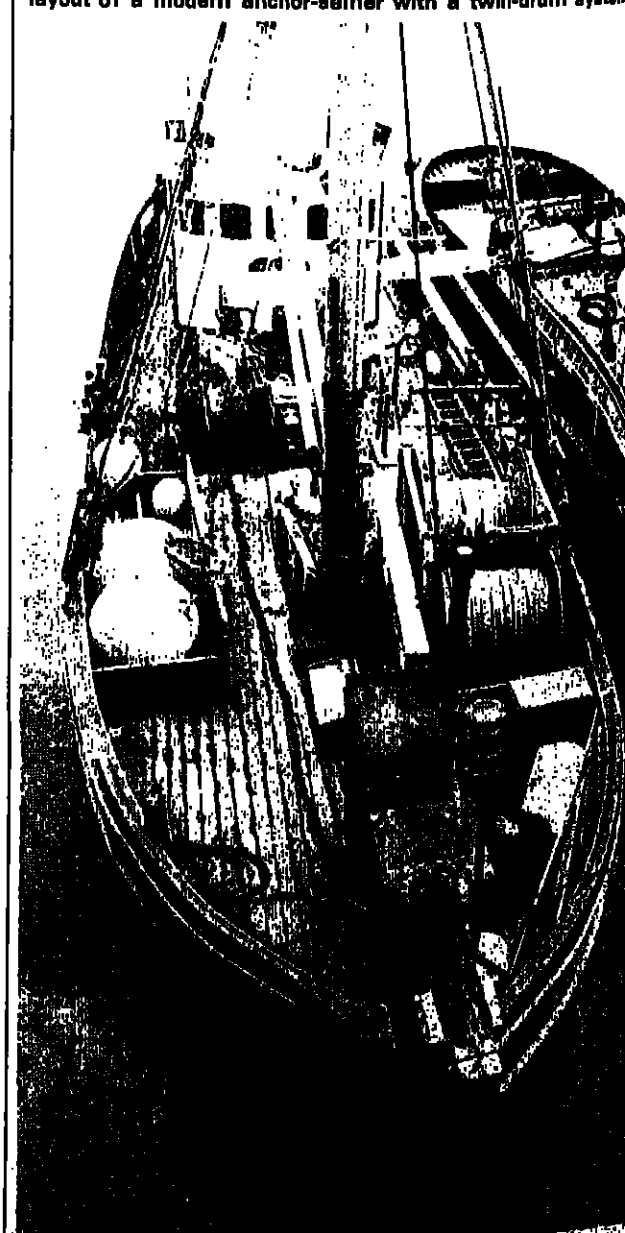
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Above: the anchor-seiner *Vendelbo* heads in to port. Below: layout of a modern anchor-seiner with a twin-drum system.



The future of fishing on Humberide: seiners and pair trawlers in Grimsby dock.

Most of their vessels were pressed into Admiralty service and many of these motor seiners and their crews carried out dangerous missions. The few not fishing went round to the west coast — 'The Golden West' as it was termed — to work from Fleetwood and Whitehaven. Several even working the Icelandic grounds!

Revival

The end of the war brought a marked revival of interest in the seiners with the Ministry of Agriculture, Fisheries and Food keen to establish anchor-seining, along the Danish lines, in this country.

A. E. Richardson's anchor-seiner *Margaret* was delivered last year.

To encourage the idea the Ministry of Transport issued permits to Danish skippers who undertook to stay in this country and, eventually, to become naturalised British subjects. This enabled them to act as ticketed skippers of British vessels and pass on their undoubted expertise.

Men like Fred Sleight and Charles Proctor paved the way for the modern-day fleet by setting up fish selling agencies like 'Tom Sleight (F.S.) Ltd. for the multiplicity of new owning companies which sprang up as the industry developed.

Also well to the fore was the Mudd agency, now Consolidated Fisheries (Seiners) Ltd., and gradually other

agencies were established — notably A. E. Richardson & Co. Ltd. — whilst Franklin's became Allard, Hewson & Co. Ltd.

Two recent additions in this department are John R. (Fish Salesmen) Ltd. and Danbrit (Fish Salesmen) Ltd. and many of these agencies also now own company fleets of vessels in their own right.

From 12 vessels in 1946 the fleet has grown to almost 140 (this includes pair trawlers, a number of which are converted motor seiners), and with 10 seiners in Hull there is the ideal platform for further small boat development on Humberide.

The Danish influence is still very strong, for over the

years many have settled to form closely knit communities on both banks, while Thinnessens, Sorensens, Hansens, Dams, Christensens and Oleseens are just as common on many school registers as Smith, Brown, Evans or Jones.

Replaced

Generally, there is still very much a marked preference for Danish-built vessels, although many have also come from British yards.

A typical modern anchor-seiner is just over 90 ft. with a beam of 18 ft. and a depth of 8 ft. There is forward accommodation and galley for a crew of three or four, whilst the skipper has a cabin abaft the wheelhouse.

The old 'thumper' engines have been replaced by smooth-running, multi-cylinder, diesels also operating generators for the vast amount of fish-finding equipment and navigational aids now carried.

On deck rope drums have replaced the old collars and hydraulic power blocks heave up the nets; steering is invariably power operated.

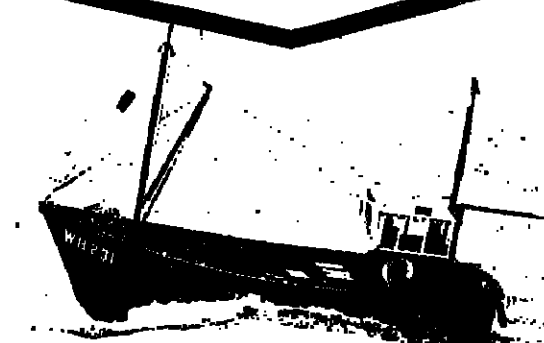
Less than ten years ago, in November 1968, two of these tough little vessels pioneered pair trawling. Today, it is very much a specialised method of fishing and the growth rate of these vessels now being built and designed for pair work, is turning into unprecedented numbers and arousing more and more interest from the big trawler owning companies.

Skipper: Jens Bojes, Jørgen Bojes, John Richardson and Frankie Josefsen must take much of the credit for this latest development, indirectly a spin-off from anchor seining.

I has the advantage of being a round-the-clock operation, as opposed to seining which is carried out during daylight only, and the vessels can work much rougher grounds than the seiners.

The modern pair trawlers and anchor-seiners, with their relatively low running costs, are making catches and grossings that few would have thought possible a few years ago.

Beyond any shadow of doubt as time passes, the importance of these seiners and pair trawlers will steadily increase.

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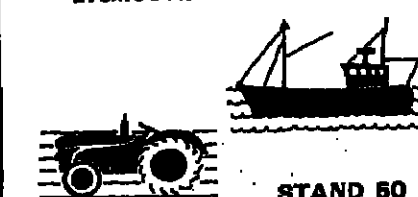
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HUMBERSIDE and its adjacent districts have long been connected with the construction of fishing vessels.

Until fairly recently most of the trawlers working out of Hull and Grimsby were built by a multitude of different yards, sometimes in the most unexpected places.

The torrents of new vessels are now but a memory. Famous names shut up shop as orders dried up and, today, even the trickle of fresh tonnage has been stemmed as the industry waits apprehensively for a decision over its future role.

For the first time in many years the Humberside yards cannot muster a single new order for the middle and deep water vessels which made them renowned.

By far the most active yard in recent years has been the Goole Shipbuilding & Repairing Company Ltd., now a member of the Swan Hunter Group Small Ship Division, which has completed a dozen wet fish stern trawlers in the last four years.

These vessels are based on

the highly-successful *Gavina*-class introduced by J. Marr & Son Ltd. of Hull in 1971 but, sadly, only *Boston Halifax* (GY 321) built in 1975 was destined for Humberside. Most of the others went to Fleetwood and Aberdeen.

Iceland

The class was originally designed for Icelandic waters and ships have a forward wheelhouse, sheltered deck and raked gantry. They are in the 125 to 128 ft. range and are now making record

catches in waters nearer our own shores.

The Goole company delivered the last in the present series, *Grampian Warrior* (A 643), to Aberdeen owners George Craig & Sons at the beginning of this year. So far it has no further orders in hand.

The company was formed in 1901, its original yards being beside the Dutch River, a tributary of the Ouse. Expansion was rapid and it moved to the present site on the larger river in 1914. Yard number One was for Swedish

owners in 1902.

The present shipyard covers ten acres, with seven building berths for new vessels up to 350 ft. long overall. The firm uses the most modern techniques and construction is normally 100 per cent welded, with sections of up to ten tons fabricated in the shops. In addition to its main fabrication shop, the yard has a well-equipped fitting shop capable of dealing with all the machinery installation work on new ships and also with a substantial volume of diesel repair work.

The firm has its own foundry for ferrous and non-ferrous castings and employs roughly 450 men of all trades connected with building, fitting out and repairing ships.

The list of British and foreign shipowning firms for which the yard has built new tonnage is long and Goole-built vessels can be found all over the world.

Unusual

Drydock facilities are available in Goole where the British Transport Docks Board has three drydocks, the largest capable of taking a ship of 290 ft.

One of the most unusual and complicated jobs successfully undertaken by the firm must be the four vessels it changed from dry cargo vessels to oil tankers, by increasing their breadth, depth and length.

With the modern tendency towards lengthening existing fishing vessels, the firm is obviously well equipped for 'stretching' jobs.

Some 92 vessels have been completed at Goole in the past 20 years, 36 being trawlers including three stern freezers.

Further inland on the Ouse at Selby stands the yard of Cochrane Shipbuilders Ltd. — formerly Cochrane & Sons Ltd. — one of the foremost firms in the history of trawler building.

The firm got on to its feet at Selby in 1884 as Cochrane and Cooper, becoming Cochrane & Sons Ltd. shortly afterwards. Its founder was Andrew Cochrane and it remained a family concern until the retirement and death of Lewis Cochrane in 1965. After take-over by the Ross Group and later Drypool, the firm is now part of United Towing Ltd. of Hull.

The move to Selby took place in 1898, where it specialised in the development of steam and, later, motor trawlers. Over the years the name of Cochrane became a guarantee of excellence for both design and

very fine workmanship.

In 1927 the 1,000th vessel was completed and, ten years later followed the 100th trawler — all by Cochrane's — for owners Pickering & Haldane at Hull.

The site of the yard on the Ouse is near ideal for the type of vessel produced, for it can build up to 110 m. overall due to the tight bends in the river between Selby and Goole. It has a labour force of some 250 tradesmen living mainly in and around Selby.

Despite a marked fall-off in orders, particularly from the fishing industry, the firm has kept pace with changes in building techniques and it prefabricates sections of up to 15 tons which are then moved from the shop to the riverside where the hull is assembled.

Vessels are launched sideways into the Ouse and are normally at an advanced stage in construction, being about 80 per cent complete before leaving for final fitting out at Hull.

The company, with the virtual loss of trawler orders, has turned to tugs to provide the bulk of its work. Also, it has picked up many orders for dry cargo vessels, coasters, tankers, oil-rig supply vessels, ice-breakers and research vessels.

Since the company was bought from the Drypool Group last year, its first vessel was launched in April. This was *Lady Maura*, a twin-screw harbour service tug with many novel features. She is shortly to be followed by a sister-ship.

Also on the stocks is a twin screw 79m. underwater support vessel, incorporating a saturation diving system and moon pool, capable of operating at a depth of 305 m. (1,000 ft.).

Clearly, Cochrane is well and truly back in business after some rather lean years and would be more than capable of tackling the present run of sophisticated fishing vessel orders, particularly from Scotland, which are in the pipeline.

Probably the most prolific small boat builder in recent years has been John Harker (Shipyard) Ltd. of Knottingley, West Yorkshire.

Founded in 1918 to carry tar and petroleum products on the Aire and Calder Canal, the yard was further developed in 1929 when the firm took over the site of an earlier shipyard to service its own barges and build new vessels.

Since 1929 the yard has turned out 313 vessels of

varying types such as trawlers, coastal tankers, river and canal tankers, general cargo barges, tenders, tugs and river passenger vessels.

The present yard was redeveloped in 1962, including the end slipway and side slipway covers. A full range of power machines and cranes to meet all fabrication requirements for building or repairing small craft up to 600 tons deadweight and maximum beam 22 ft., are set out on a 24-acre site.

Harker's has established a number of its own motor trawler designs of which the 54-footer has proved very popular, five having recently been built with another two under construction.

The building of these pocket trawlers has taken up a large part of the work programme during the past few years and last year the steel vessels *Ocean Contender* and *Karianda* were completed.

The most recent launching has been the steel motor trawler *Soolee* for Scarborough owners. This popular yard could well come into its own in the years ahead.

Among other Humberside builders Richard Dunston Ltd. of Thorne and Hessel completed the steel vessels *Starina* (23.04 m.) and *Burton Agnes* (22.86 m.) in 1976, and has been busy with a series of large tuna seiners for Peru, supplying three completed steel vessels and the parts for a further two to be assembled in Peru.

Drypool Engineering Co. Ltd. of Hull completed the stern trawlers *Armanda*, *Nuvana*, *Boston Sea Knight* and *Boston Sea Ranger*, despite its difficulties, but

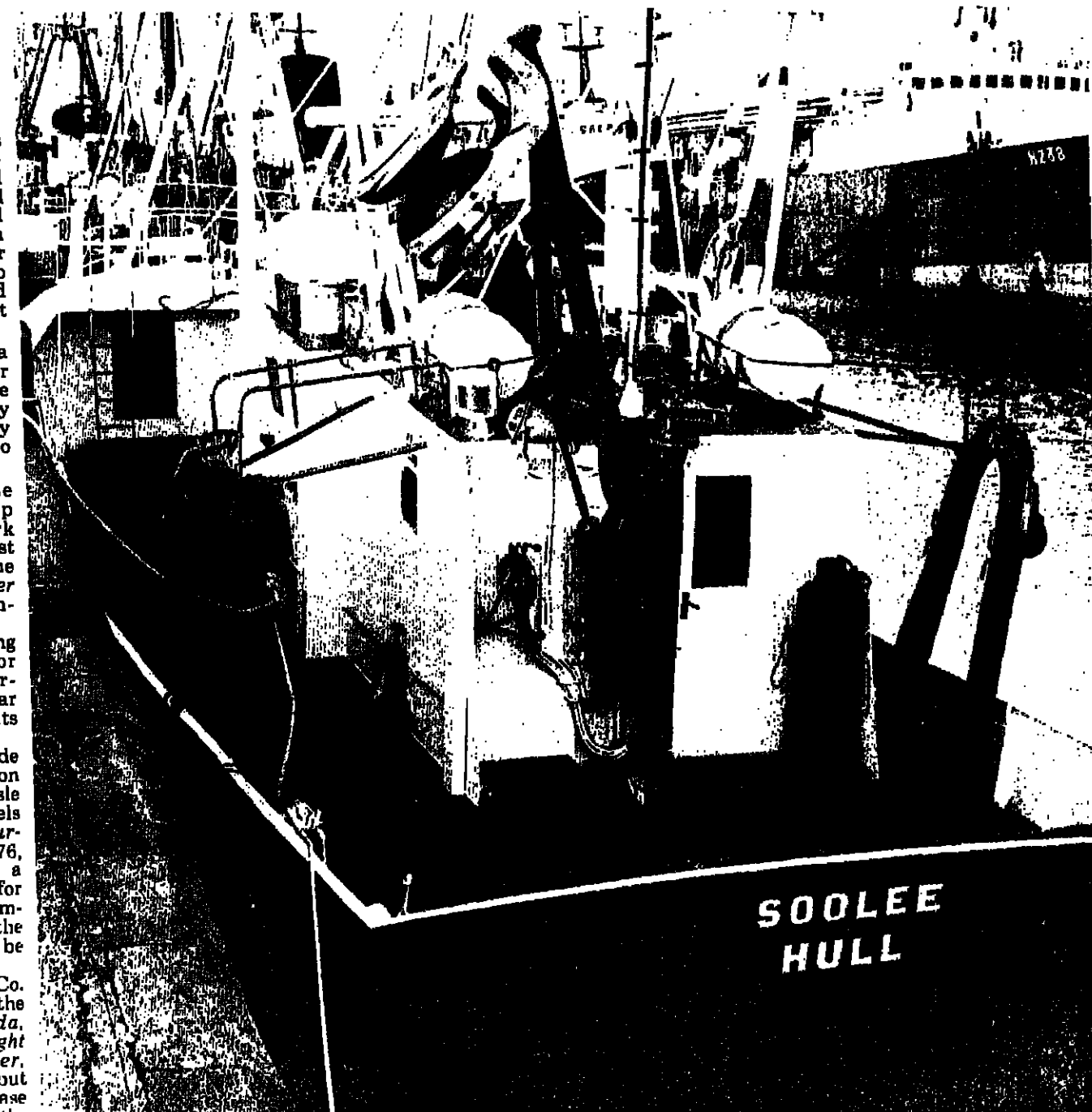
sadly may not get a new lease of life from the interest of the Phoenix Shipbuilding Ltd. concern, previously of Whitby. The operation has hit financial problems and as *Fishing News* went to press its future was uncertain.

Shipbuilding now occupies a much less important role on Humberside and it is inevitable that many one-time famous names in the shipbuilding and marine engineering industries have disappeared.

Perhaps the saddest loss was that of Cook Welton and Gemmell Ltd., which began at Hull in 1882 and moved to a site on the River Hull at Beverley in 1902.

This one firm built many vessels, nearly all being trawlers for Grimsby and Hull owners. Ships up to 200 ft. were launched sideways into the river at Beverley, and with a well-established reputation for sound design and construction, the yard built over 1,500 trawlers

Soolee's Norwinch six-ton hydraulic trawl winch on the main deck. The 60-footer is jointly owned by Skipper Alan Jagger of Scarborough and Jack Robinson (Hull) Ltd.



Soolee — latest boat from John Harker (Shipyard) of Knottingley — is 59ft. 9in. long overall. She has taken one year to build but the yard aims to increase its workforce to cut production time. The next in the series is now due for launching.

before it closed when the era of steam trawler building ended.

Similarly, engineers Amos & Smith Ltd. and C. D. Holmes, which engineered most of the Beverley and Selby steamers, have gone as have Schofield, Hagerup & Doughty, the 'Box' company, Thomas Charlton and J. S. Doig on the south bank — all minnows in comparison with the Yorkshire companies.

In the Humber area alone it is certain that not less than 4,000 trawlers have been constructed. Something of an achievement.

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sprat season using the SL. Wardley is unique in Britain in using sonar for gill net fishing around wrecks for cod, and has been very successful with the SL. Green Valley is successfully pair fishing with Athabaska, using an SK-3 to find the edge of gravel patches.

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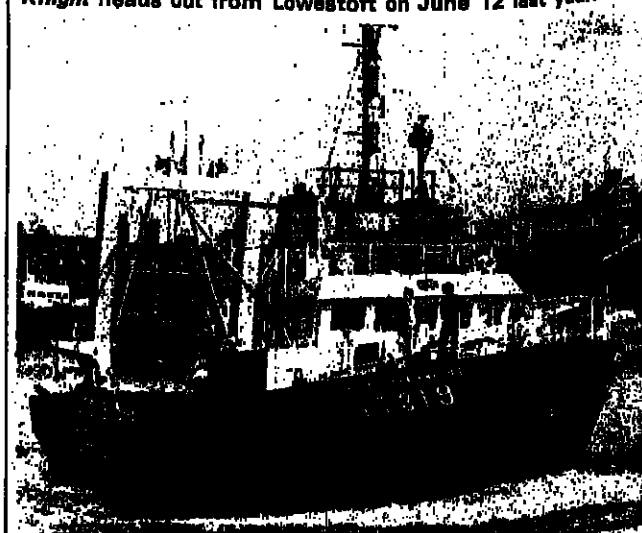
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Taita — latest in a series of tuna purse seiners for Peru from the Richard Dunston yard.



Above: the Goole-built *Boston Halifax*, with gear down while trawling off the Shetlands. Below: Drypool yard's *Boston Sea Knight* heads out from Lowestoft on June 12 last year.



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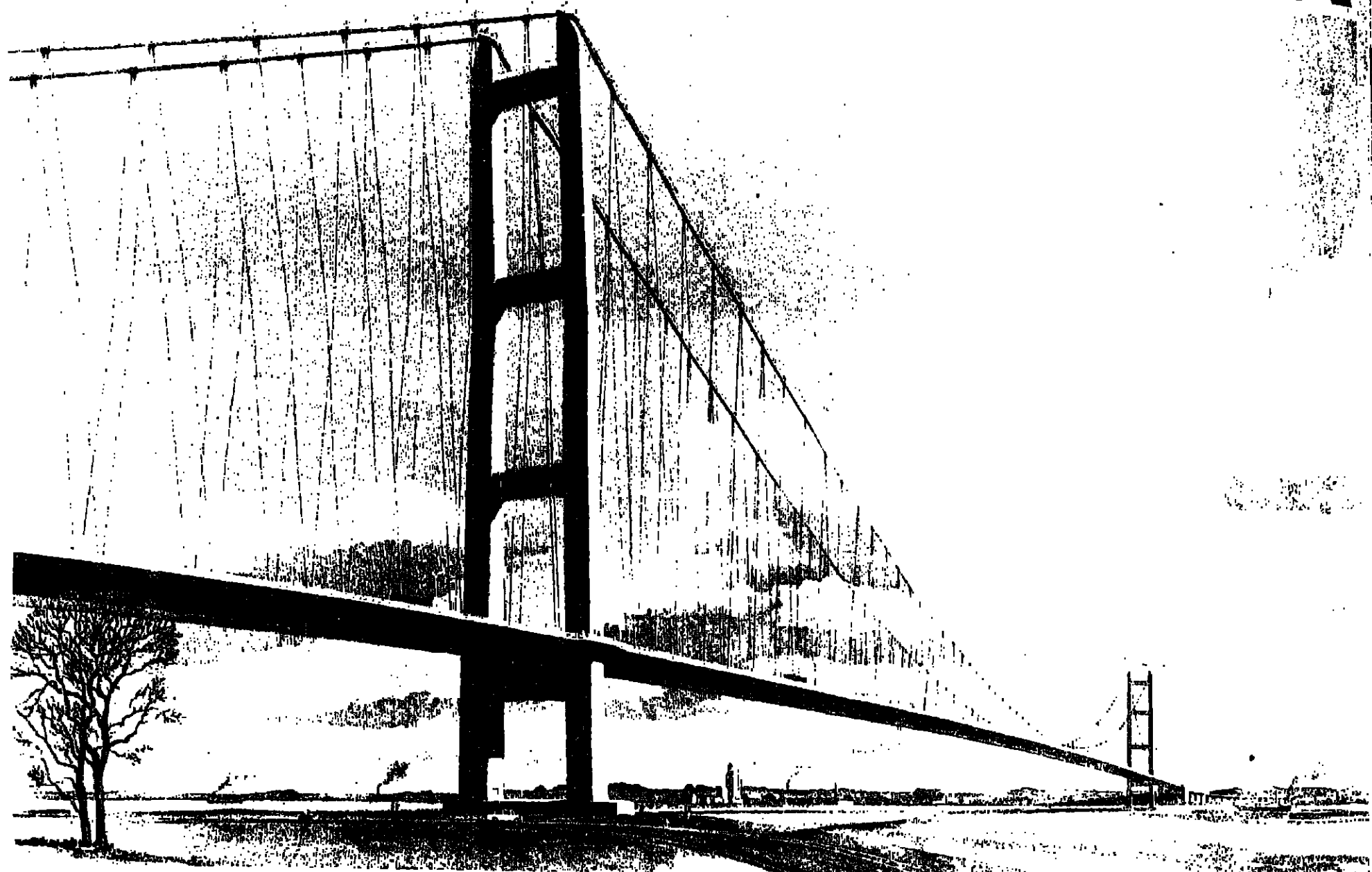
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THE HUMBER LINK



WITH THE decline of fishing on Humberside the question being asked is whether there is a future for two major deepsea ports. Rather than face a complete closure of either Hull or Grimsby, the compromise suggested is for a division of operations between the ports.

Hull could become solely a frozen fish landing centre,

with Grimsby taking over all wet fish catches. For trawler owners with both wet fish and freezer fleets this split could face them with a communications and transport problem.

The configuration of the River Humber has meant a 70-mile detour by road along its meandering banks as the

only alternative to the ferry crossing between the City of Kingston-upon-Hull, on the north bank, and New Holland on the south side.

But there is hope at hand with the construction underway of the world's largest single-span suspension bridge.

This bridge will not only

link the immediate areas on either side of the river, but it will form a key part of the integrated road system planned for both banks of the hitherto divided County of Humberside—and connect it with the national motorway network.

For over 100 years local interests have campaigned for a bridge or tunnel to provide an

easier link, particularly between north Lincolnshire and the East Riding of Yorkshire. Both these areas, now part of Humberside, can plan for large development areas when the Humber bridge eventually opens as there will be significant reductions in road distances between the two regions.

The bridge became possible by the Humber Bridge Act of 1959, promoted by the Kingston-upon-Hull Corporation, which brought into being the Humber Bridge Board.

In 1971, following various studies of the Humberside region and protracted negotiations between the Bridge Board and the central government, it was announced in Parliament that the bridge should go ahead, with the government lending the Board 75 per cent of the cost, all of which was to be repaid by tolls. The dream of a united Humberside had become a reality.

The site chosen by the board was in the vicinity of Hessle and Barton on the respective north and south banks, just upstream from the existing Hull-New Holland ferry terminals.

The original completion date was 1976, but the project was delayed in its early stages for a variety of reasons, notably complex civil engineering problems of sinking the two concrete caissons some 500 metres into the river for the foundation of the Barton tower.

The Hessle tower was completed during 1975, but it is only within fairly recent months that the Barton towers

was topped-out. The twin towers were linked as work got under way on the two cables from which the decking carrying the roads and footpaths will be suspended.

From the artist's impression (above) of the completed Humber Bridge, kindly supplied by courtesy of the Humber Bridge Board in conjunction with consulting engineers for the project Freeman, Fox & Partners of London, it is unquestionably an elegant structure.

The total length between anchorages is 7,284 ft, with a new world record span of 4,826 ft. This beats that of the Verrazano-Narrows bridge of New York by 370 ft.

The construction is being undertaken by British Bridge Builders, a consortium of well-known bridge and steel construction firms. Given normal progress the Humber bridge should be in service in 1979.

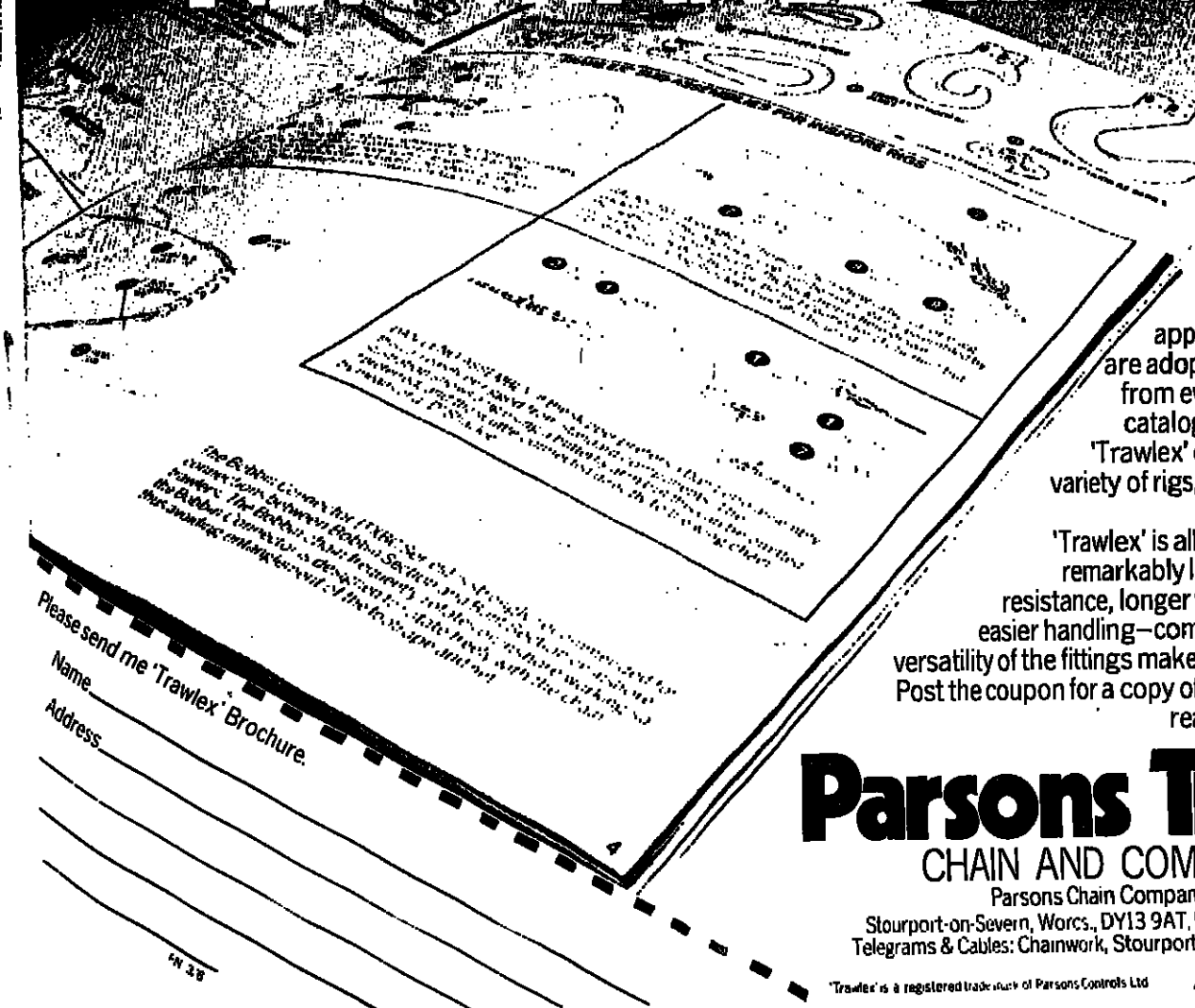
Inevitably the costs have risen steeply and there is now a body of opinion that the dream may become a nightmare if the tolls are pitched too high and adversely affect vehicle users. It has been estimated that 24,000 vehicles per day will use the bridge in 1981, rising to 50,000 per day by the year 2000.

The completion of the bridge will end the ferry services from Hull. 'Catches' at Catch 77 with a little time to spare might find a 20-minute trip across the river on the coal-burning paddle steamer, *Lincoln Castle*, a nostalgic experience. The last of her 17th-century service any more.

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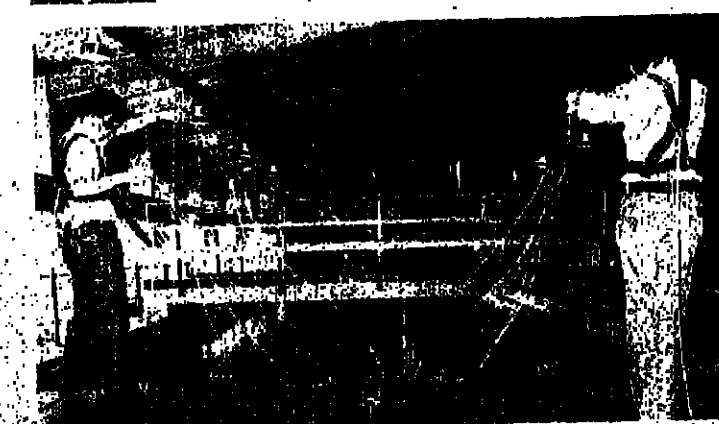
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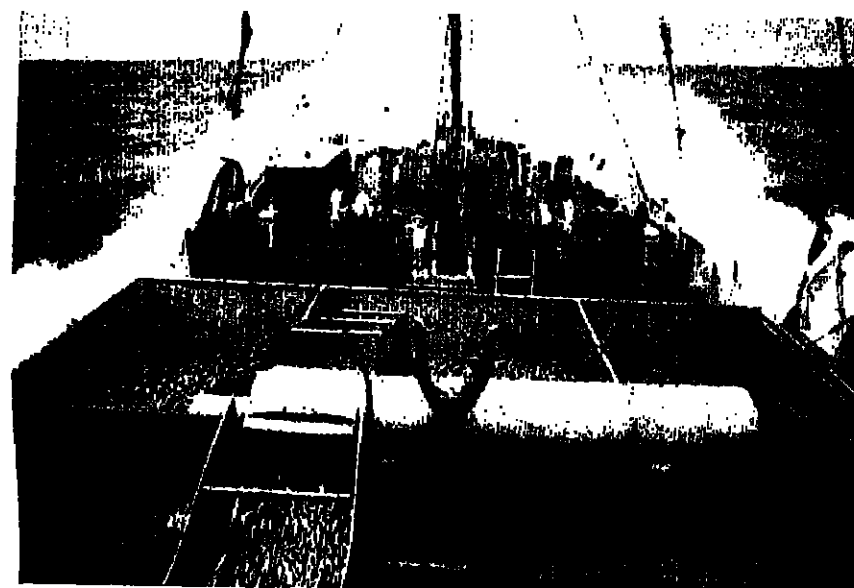
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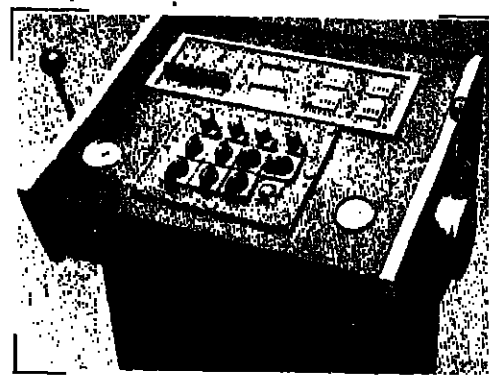
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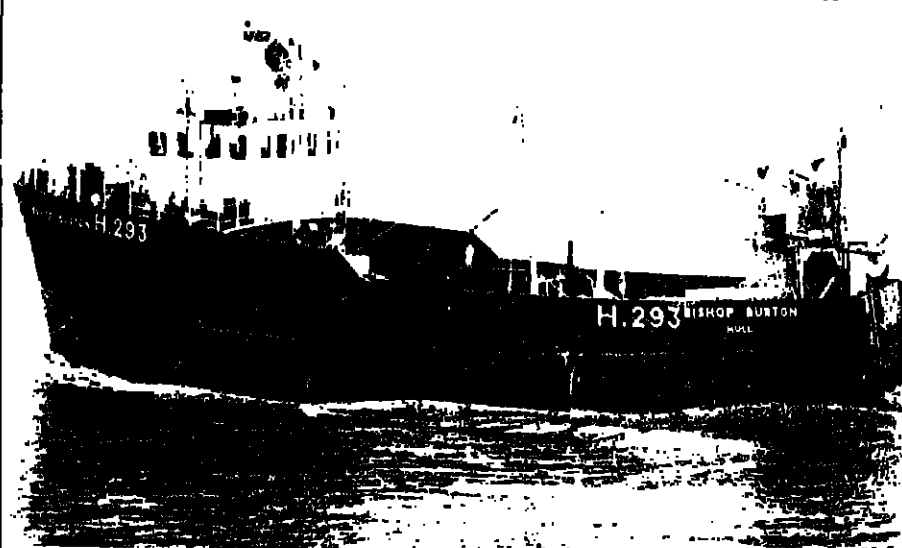
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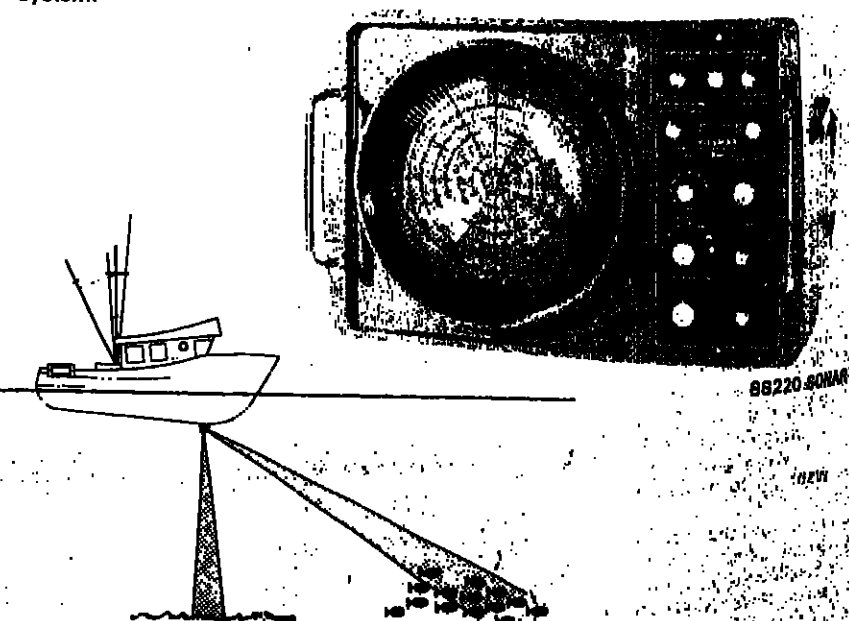
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Forgotten funnels

TIED UP in the folklore of the Grimsby fishing industry is a story attributed to the late Alderman 'Billy' Grant which underlines the now almost forgotten importance of trawler owners' funnel colours and markings.

This larger than life trawler owner, whose strength never was his command of some of the finer points of the English language, was chosen to escort King George V and Queen Mary on a short tour of the docks during the First World War.

All went well until the King felt the need to answer a call from nature when looking over a group of trawlers.

'Where, Mr. Grant, he discreetly asked, 'is the urinal?' Somewhat puzzled by this request, Billy replied: 'I don't rightly know Sir, but do you know what she's got on her funnel?'

Today, modern trawler design has almost 'phased-out' owners' individual colours and, with the move to the flue-type exhausts often cunningly concealed in the superstructure, it is to find the only identification is a motif in the region of the deckhouse.

Boom

The boom years for different funnel colours and markings were in the pre-war days before the Great War when steamers, with their tall distinguished funnels, ruled the waves.

You really had to know your stuff to pick out the many owning concerns, big and small alike, on the old St. Andrew's Dock at Hull, or along Campbell's Jetty at Grimsby (and how many can remember where that was?).

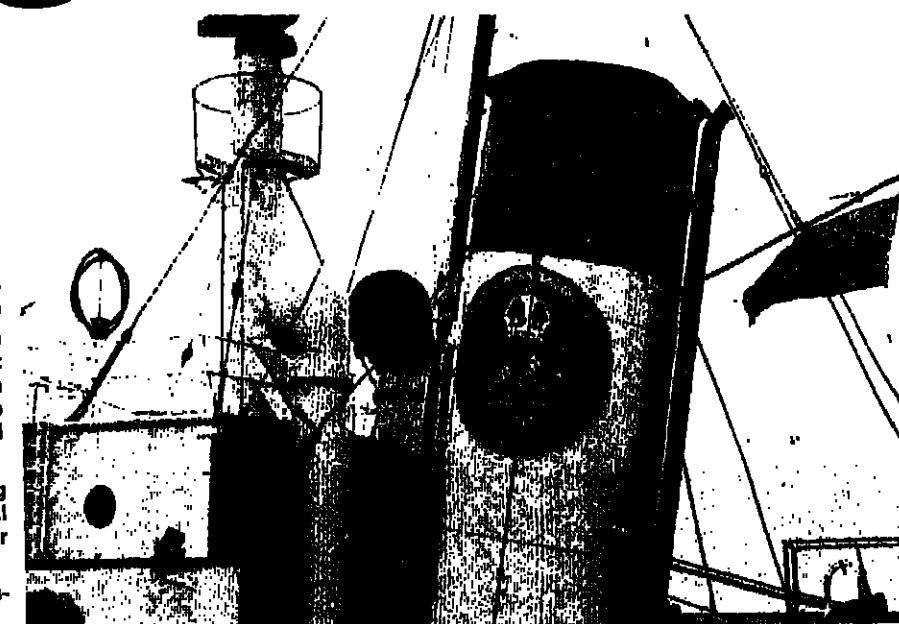
They were busy days and, sadly, no one seemed to have the time to record for posterity the colours of long-forgotten companies.

Many vanished during the inter-war depression, when the struggle to survive became more important than highly coloured funnels and economic grey and black became very much the order of the day. Nevertheless there were still many colourful funnels about and *Fishing News* would very much like to hear from anyone with a knowledge of funnels, particularly owners like J. Odesson & Co. Ltd. of Hull and Garrett & Jeffs from Grimsby.

After 1948, take-overs put paid to many more fine markings. At Hull Hudson's lost its 'white-circle club', the Kingston Crowns vanished, F. & T. Ross surrendered its refined 'R' and the Tyne-Tees Regimental insignia of Hull 'Merchants' Amalgamated Trawlers went — to mention just a few.

At Grimsby, on the south bank, it was the same story as the giants swallowed up many famous names. Rose Trawlers absorbed Crampin's, Croft-Baker, T.C. & P. Moss, G.F. Wright, the Queen Company and the Rhinovia Agency; while the Butt companies, Letten's and the Blue and Yellow bands — joined Northern Trawlers under the Associated Fisheries banner.

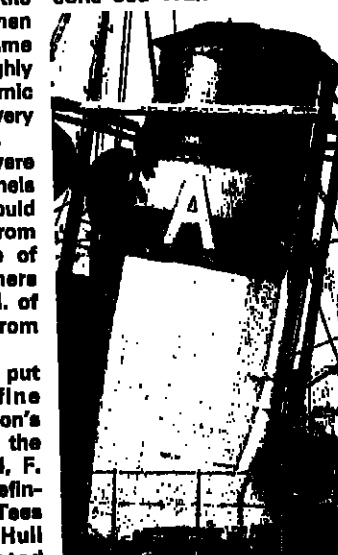
Then, at the end of the 1960s, came the biggest shake-up of the lot as rivals from both banks of the Humber came together with the formation of British United Trawlers Ltd.



Above: unusual funnel of the MAFF steamer *Ernest Holt*, formerly of Grimsby. Right: present BUT (Grimsby) funnel marking on a long-departed steamer. Far right: tall funnel of *Northern Princess* the BUT steamer laid up in 1976 and scrapped about a year later.



Above: Hellyer Brothers' funnel which has survived despite being a part of BUT. Below: old Associated Fisheries funnel light over dark blue bands with white 'A' and base. Bottom: BUT steamer with camouflaged white and black funnel. This was an attempt to disguise the identity of the trawler in the second Cod War.



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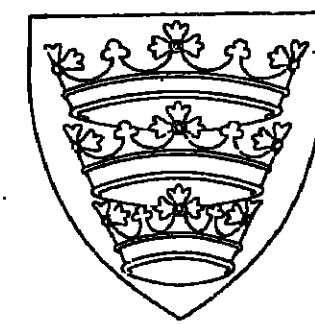
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Forgotten funnels

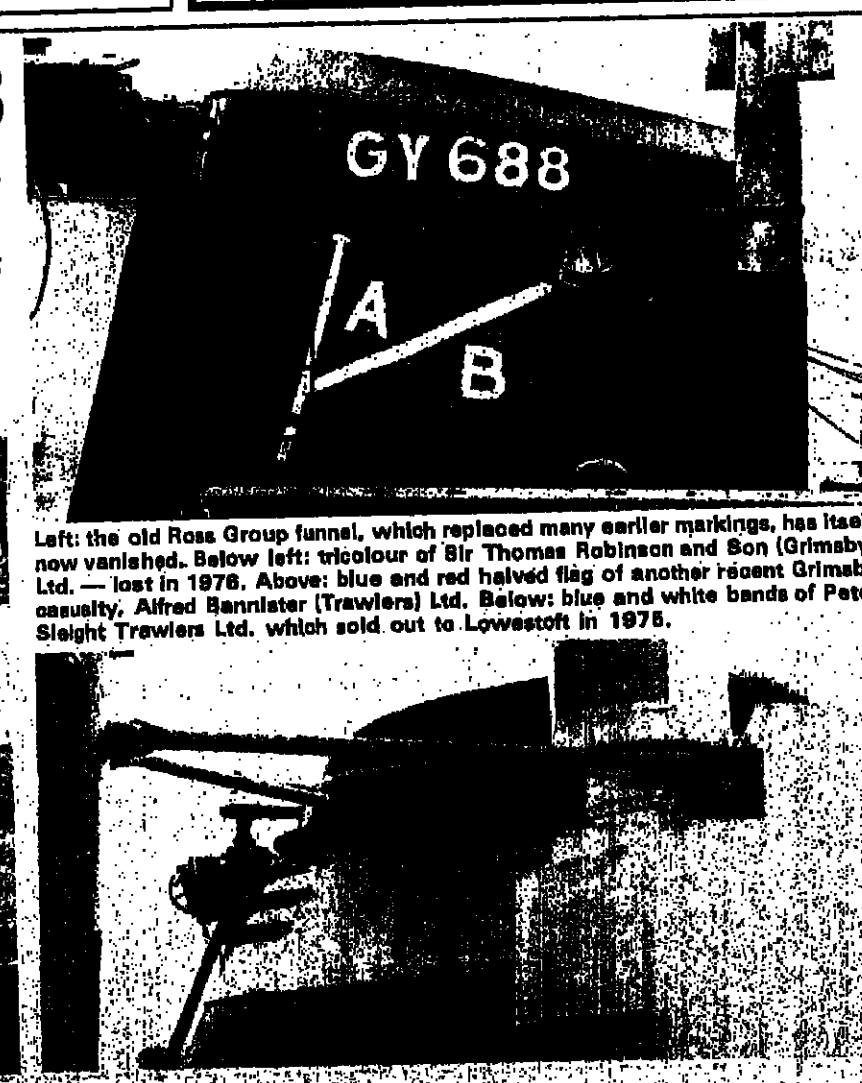
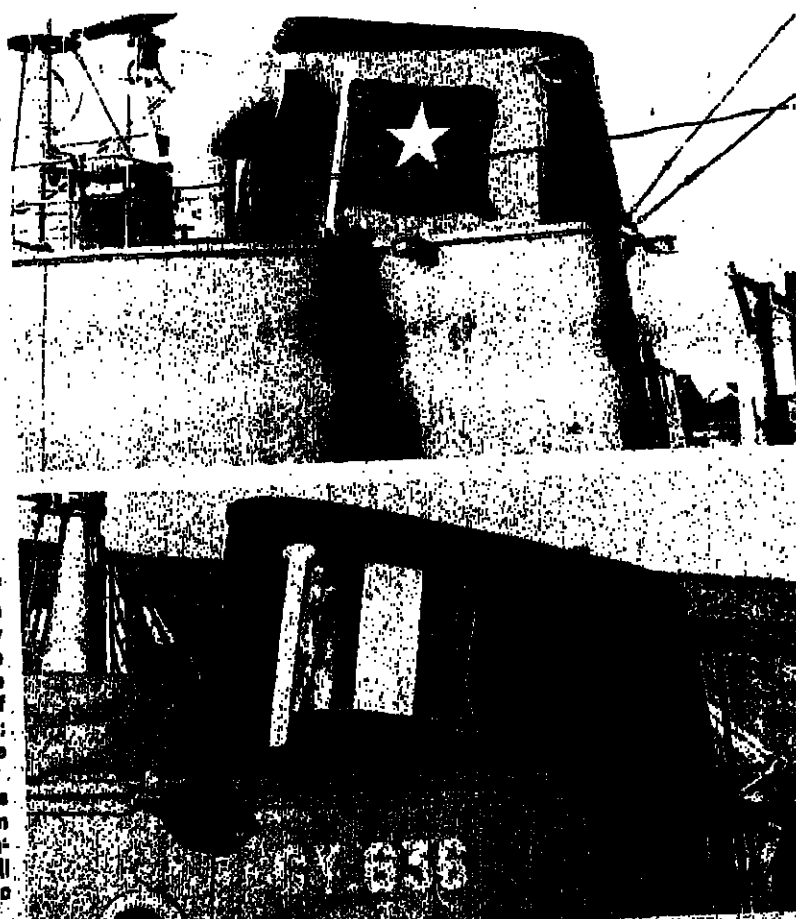
From page 63

At Grimsby the white smoke stacks of Associated, topped off with the big 'A' and the Oxford and Cambridge blue bands eventually gave way to the present BUT marking, as did the green Ross Group flag with its white masonic star over gray. In Hull it gave way to Hellyer's funnel which somehow escaped amidst the changes, on the wet fish vessels at least (as has Wyre Trawlers Ltd, at Fleetwood), and it will indeed be a sorry day when the famous 'H' flag waves good-bye to the industry it has graced for over a century.

Of all the funnels the saddest losses have always been those of owners which have quite simply gone broke. The proud crimson cockerel of Hull's old 'Gamecock' fleet on its white flag immediately springs to mind, as does the much maligned swastika (once a symbol of good luck) of Grimsby's Bealey & Slight, both departing during those terrible thirties.

More recently Grimsby has mourned the loss of the grim funnels of Barnister's, Robinson's and Peter Slight, all forced out by similar economic pressures.

TOM WOOD



Left: the old Ross Group funnel, which replaced many earlier markings, has itself now vanished. Below left: tricolour of Sir Thomas Robinson and Son (Grimsby) Ltd. — lost in 1978. Above: blue and red halved flag of another recent Grimsby casualty, Alfred Barnister (Trawlers) Ltd. Below: blue and white bands of Peter Slight Trawlers Ltd. which sold out to Lowestoft in 1978.

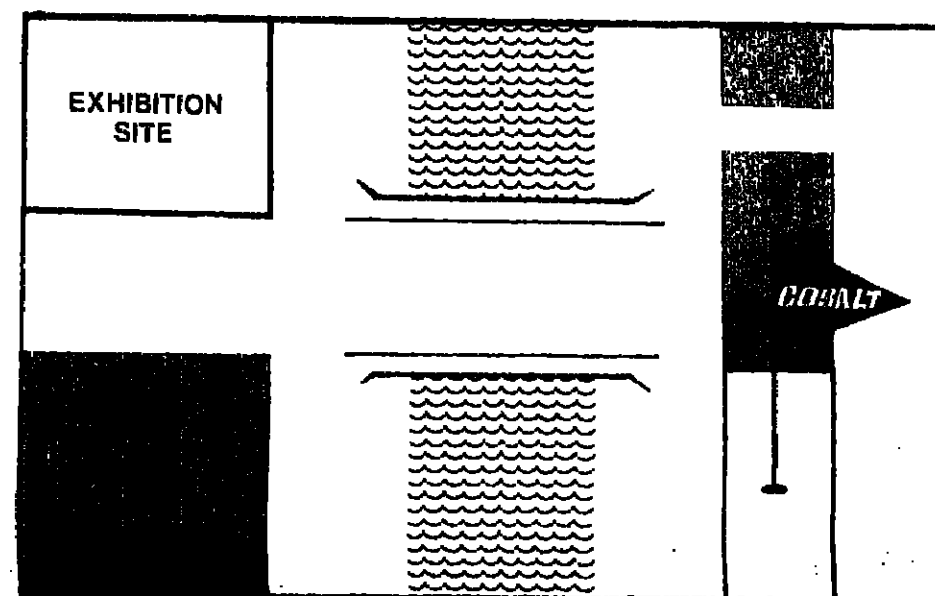


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IN THESE unsure times it is no easy task keeping a finger on the pulse of the changing needs of the fishing industry.

The cold winds of instability have brought turmoil and a struggle for survival at sea which have naturally been reflected by changes ashore — and all too often merely to stand still has been an achievement for gear and chandlery suppliers.

With a background of this sort, a bright piece of news to break in recent weeks on Humberside was the 1976 trading figures from Cosalt Ltd. showing a record turnover of £17,750,224 and a record net profit before taxation of £1,252,689.

While the group now functions in other business spheres outside fishing, its diverse activities within the industry accounted for well over half the turnover on

£9,039,000 and accounted for £884,000 in profitability.

Clearly over a century of experience, know-how and involvement in the fishing industry are important factors here as competition is always fiercest when the going is tough.

So, the decision to appoint Andrew Swan to the main board, at the beginning of last March, as director and general manager of the ships chandlery and fishing gear division was an important move.

As general manager, Mr. Swan has piloted the division through some stormy waters in the past and the future looks equally challenging. In 1974 he was instrumental in the establishment of the inshore net manufacturing department at Grimsby and this foresight is now paying big dividends. Orders are pouring in and the expert staff are at full stretch.

"We could see the trend of the smaller boats gradually

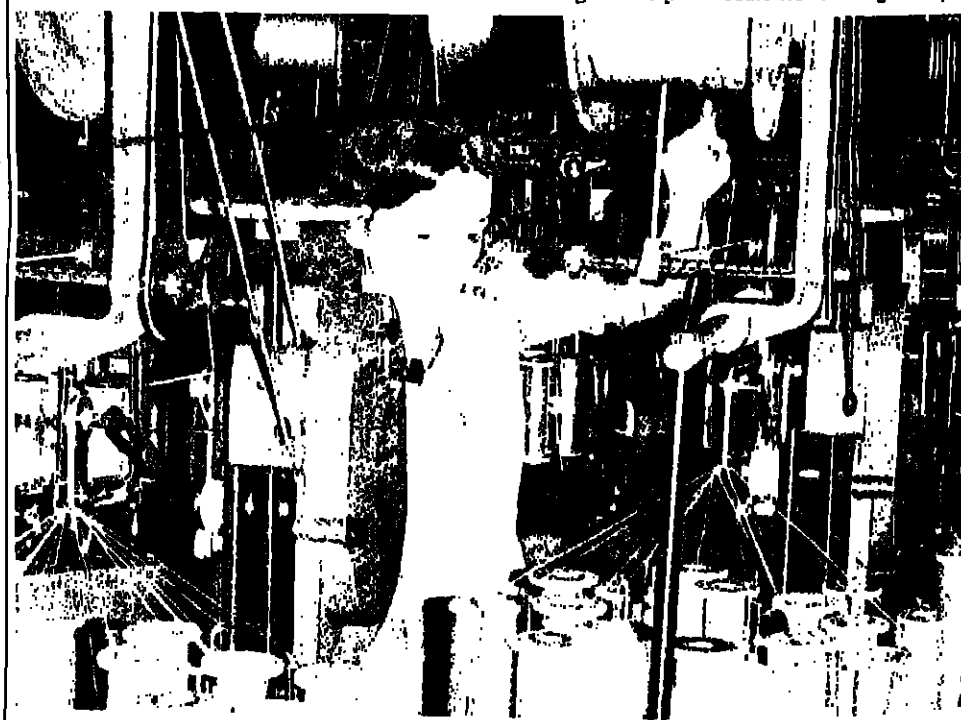


Cosalt's Andrew Swan.

taking over a more significant role in Grimsby, so we decided to manufacture nets suitable for the smaller class of vessel," commented Mr. Swan.

The move in no way detracted from the activities of the main net and twine factory in Connamore Road, Grimsby, where modern

Spinning twine for nets at Cosalt net-making factory



Forester leads

TWO OF Newington's three Hull-based distant water trawlers lead the port's 1977 wet fish Shield contest.

C. S. Forester, winner of this handicap event in 1976, has again widened the points lead over Hammond Innes, which is lying second.

The margin of 5,941.2 points at the end of March has gone up to 8,717 points by April 30, the period covered in the latest positions table issued last week.

The Forester is now 3,575 kts ahead of her nearest rival, a tremendous achievement.

Newington's side-winder Somerset Maugham (17th in January, 16th in February and 15th in March) has now risen to 7th.

In the latest top 20

placings BUT has nine vessels; Boyd Line, four, Newington and Hamling, three each and Marr one.

Marr's two wet fishing vessels, Benella and Westella, have resumed

fishing after a lay up due to lack of quotas.

The current top 20 list covers trips to the end of April, with allowances for trips overlapping into May (March positions are given in the brackets).

	(Owner)	(Kts)	(Points)
1 (1) C. S. Forester	(Newington)	12,828	28,539
2 (2) Hammond Innes	(Newington)	8,253	19,221
3 (3) St. Gerontus	(Hamling)	8,810	19,796
4 (4) Rosa Sirius	(BUT)	7,725	16,761
5 (5) Arolo Corsair	(Boyd)	7,704	14,709
6 (6) St. Giles	(Hamling)	6,840	14,699
7 (16) Somerset Maugham	(Newington)	7,731	13,633
8 (11) St. Dominio	(Hamling)	7,477	13,631
9 (8) Lord St. Vincent	(BUT)	6,788	12,863
10 (7) Arolo Rebel	(Boyd)	6,001	12,667
11 (17) Rosa Orion	(BUT)	5,482	12,094
12 (9) Kingston Amber	(BUT)	7,295	12,010
13 (14) Loch Eriboll	(BUT)	5,982	11,339
14 (19) Arolo Cavalier	(Boyd)	5,888	11,239
15 (18) Falstaff	(BUT)	6,648	11,231
16 (10) Arolo Vandal	(Boyd)	6,233	10,480
17 (20) Portia	(BUT)	5,186	10,125
18 (12) Rosa Olimpia	(BUT)	6,716	10,032
19 (13) Benella	(Marr)	4,402	8,880
20 (18) Rosa Trafalgar	(BUT)	4,351	8,880



Women net braiders working on Cosalt deep-sea trawls

deep-sea nets are manufactured as complete units, or in sections for assembly elsewhere as at the Hull branch.

Despite the decline in the British trawling fleets, this factory, which does everything from twine-making to net fixing, is still one of the busiest units in the division.

This is principally with extensive export orders and it has expanding trade as far afield as Australia and Canada.

Cosalt's branch office and warehouse, close to the Catch 77 site on St. Andrew's Dock, Hull, has always worked very closely on deep-sea nets with the vast factory at Grimsby.

Nets are made up and repaired to owners' instructions and the branch, managed by Alan Kirk, carries the usual comprehensive range of bobbins, floats, hardware, clothing and ships' stores held at most of Cosalt's branches in major fishing ports.

These premises will be open throughout Catch 77 and manned by experienced staff to handle any queries arising about Cosalt and its many products and services.

The Hull branch also has a steady inshore trade and caters for customers along the east coast to Scarborough and even Hartlepool who buy inshore ropes, bobbins, buoys and inshore trawls.

Additionally, the Hull branch has a very active

sailmaking section and, just as sports and industrial nets are a spin-off from Cosalt's trawl nets, so this particular branch is expanding into the leisure industry with a range of ridge tents. These are proving very popular and will soon be followed by a framed tent.

As at Grimsby and other Cosalt branches, a very important routine job is the regular servicing of liferafts on fishing vessels and other types of shipping.

A recent acquisition at Grimsby has been the long-established firm of Tiplady's. This concern manufactured protective clothing, including fishermen's garments, in direct competition with Cosalt for many years, but has stepped up its production through three and four times the old output.

Another expanding department is ships' stores, handled through most of the Cosalt branches, and indeed this is another part of the group where exports are growing all the time.

Presently the company employs in the region of 250 personnel at Grimsby with the largest workforces at the net factories, in the ships' stores and with the riggers. Some 25 staff are employed at the Hull branch.

This, then, is Cosalt's position on Humberside in 1977.

It is a very special success story because of the position of the modern fishing industry in this country. For

unately Cosalt's sights, like its reputation, are international and there are obviously fresh markets abroad which it has yet to exploit to even greater profitability.

In the Annual Report for 1976 John M. T. Ross, M.A., F.C.A., chairman and chief executive, states: "Cosalt will continue to develop and prosper due to its unique branch structure. With branches in every major fishing port and coverage in all the minor ones as well, Cosalt has an ever-developing range of products, an ever-extending range of customers and considerable strength overseas."

"The policy, adopted several years ago, of self-managing, self-motivating branches gives every manager the opportunity of developing his staff to take opportunities as and when they arise at branch level."

Cosalt has branches throughout the British Isles at Fraserburgh, Aberdeen, Granton and Edinburgh, North Shields, Hull, Grimsby, Lowestoft, Newlyn, Milford Haven, Killybegs, Channel Islands, Dublin and last, but by no means least, the very latest branch due to open shortly at Plymouth.

Each in its way has played a vital role in keeping the company very firmly on the map as it moves forward into its second century of service to the industry.



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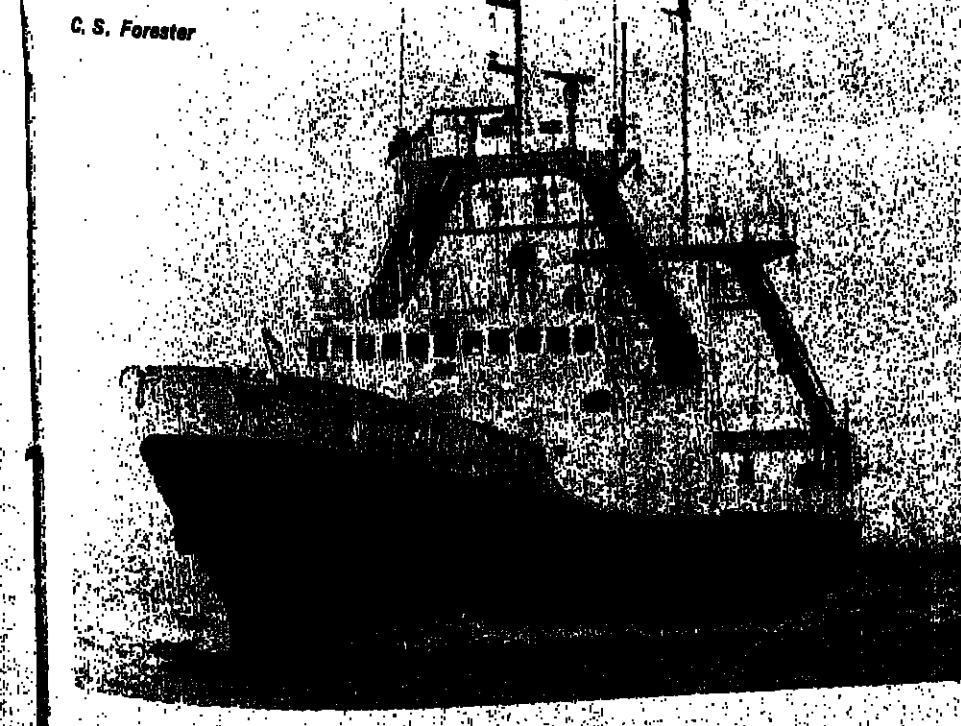
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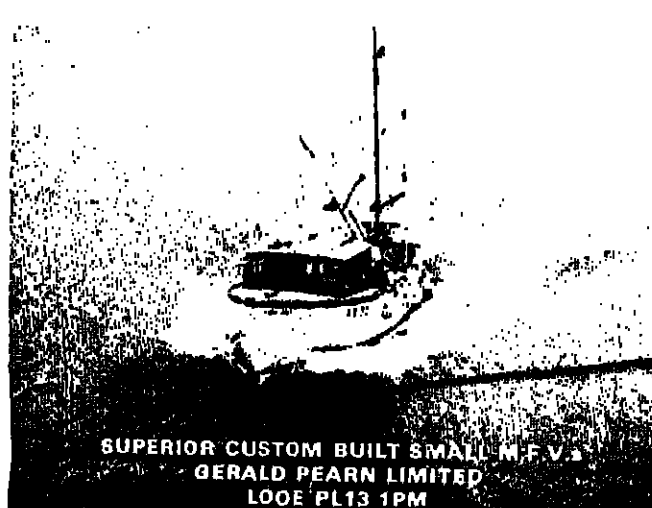
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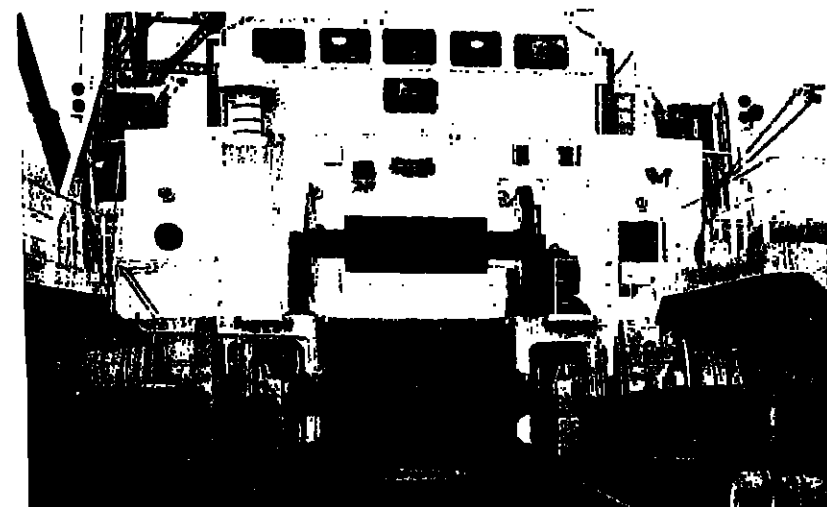
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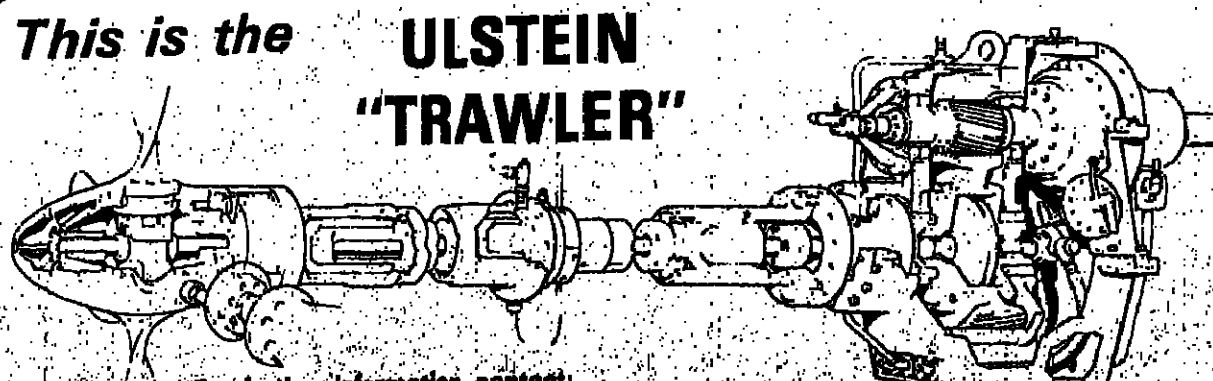
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£31,892: *Ross Ramillies*, BUT (Sk. R. Pepper), 1,171k, WS/BI, 22 days.
£27,341: *Ross Khartoum*, BUT (Sk. F. Gray), 998k, WS/BI, 25 days.
£25,780: *Spurs*, Consol. (Sk. W. Hardie), 893k, WS/BI, 21 days.
£23,822: *Huddersfield Town*, Consol. (Sk. F. Kirby), 794k, WS/BI, 24 days.
£21,404: *Vianova*, BUT (Sk. A. Meech), 894k, WS/BI, 26 days.
£21,078: *Ross Kashmir*, BUT (Sk. J. Roberts), 886k, WS/BI, 23 days.
£20,136: *Notts Forest*, Consol. (Sk. G. Mussel), 803k, WS, 26 days.
£19,549: *Barnsley*, Consol. (Sk. J. Hodson), 860k, WS/BI, 24 days.
£18,061: *Northern Reward*, BUT (Sk. W. Harris), 714k, WS/BI, 22 days.
£12,832: *Boston Phantom*, Boston (Sk. W. Nutton), 501k, WS/BI, 27 days.

Middle water

£23,558: *Ross Zebra*, BUT (Sk. R. Reeves), 1,454k, W, 16 days.
£20,577: *Ross Juno*, BUT (Sk. J. Waddingham), 876k, W, 15 days.
£20,343: *Ross Leopard*, BUT (Sk. J. Brown), 975k, W, 15 days.
£19,725: *Ross Civet*, BUT (Sk. J. McCarthy), 838k, W, 15 days.
£17,785: *Osaka*, Taylor, (Sk. P. Newby), 791k, W, 16 days.

North Sea

£7,972: *Lemberg*, Bacon (Sk. H. Pexman), 229k, NS, 13 days.
£6,266: *Lofoten*, Lindsey (Sk. A. Hatton), 205k, NS, 13 days.

Salmon

£9,823: *Bekinael*, Consolidated (Sk. A. Bojen), 298k, NS, 17 days.
£8,885: *Charnor*, Richardson (Sk. O. Jensen), 286k, NS, 18 days.
£8,650: *Lena*, Chapman (Sk. E. Sorenson), 316k, NS, 18 days.
£8,387: *Edith Borum*, Sleight (Sk. G. Hoban), 268k, NS, 16 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Bear Island and White Sea: *Phillip, Volesus, William Wilberforce*. From Faroe and Western: *Burton Agnes, Burton Pidsa, Honda, Lucerne, Nanao, Osaka*.

Expected during the week from Bear Island and White Sea: *Benella, Portia, Ross Trafalgar, St. Dunniac, St. Giles, Westella*.

PORT MARKETS

THURSDAY, JUNE 2

DUBLIN

925 boxes from 12 boats. Prices: codling, £2.40/£2.60; medium, £2.20/£2.35; small, £1.80/£2.00; large plaice, £2.30/£2.50; best small, £2.40/£2.60; large skinned dogfish, £7.50; prawn, 62p; prawn tails, 80p/81p; white sole, 5p/6p; black sole, £1/£1.05; slugs, 3p; brill, 20p; turbot, 20p/20p; dab, 6p/8p; cod, 18p/23p; black pollack, 11p/12p; whiting, 12p/15p; plaice, 8p/24p; per 10; round whiting, 8p/10p; ray, 15p/18p; mackerel, 25p/26.50; small lots, 12p; per box.

FRIDAY, JUNE 3

GRIMSBY

A fair supply of 4,226 kits from 7 boats met a moderate demand.

£8,240: *Limanda*, Richardson (Sk. H. Thomsen), 245k, NS, 15 days.
£8,052: *Foursome*, Sleight (Sk. G. Cooper), 235k, NS, 15 days.
£7,455: *Bellona*, Consolidated (Sk. A. Thinnesen), 227k, NS, 14 days.
£7,409: *Lau Ann*, Richardson (Sk. L. Nejrup), 257k, NS, 15 days.

Pair teams

£16,945: *Leanda*, Danbrit (Sk. B. Nejrup), 560k, and £10,425: *East Bank*, Sleight (Sk. J. Lee), 371k, both NS, 15 days.
£12,404: *Margrethe Bojen*, (Sk. Jens Bojen), 399k, and £11,348: *Frances Bojen*, (Sk. J. Richardson), 356k, both John R., NS, 11 days.
£9,574: *Ling Bank*, (Sk. D. Rose), 333k, and £8,205: *Halton*, (Sk. D. Sherriff), 269k, both Sleight, NS, 16 days.
£7,886: *Anna Michelle*, (Sk. M. Josefsen), 258k, and £7,430: *Sonia Jane*, (Sk. D. Buley), 245k, both John R., NS, 19 days.
£5,638: *Green Valley*, Danbrit (Sk. R. Younger), 185k, and £5,514: *Paul Antony*, Richardson (Sk. F. Josefsen), 176k, both NS, 10 days.

HULL

£43,490: *St. Gerontius*, Hamling (Sk. T. Sawyers), 1,940k, WS, 21 days.
£40,190: *Ross Orion*, BUT (Sk. G. Boyce), 1,394k, BI, 22 days.
£38,292: *Lord St. Vincent*, BUT (Sk. A. Oaler), 1,394k, BI, 23 days.
£37,937: *Somerset Maugham*, Newington (Sk. J. Atkinson), 1,378k, WS, 23 days.
£37,484: *Ross Canaveral*, BUT (Sk. D. Spivey), 1,448k, BI, 32 days.
£23,778: *Kingston Amber*, BUT (Sk. M. Clark), 944k, 21 days.

ABERDEEN

£19,715: *Glen Carron*, J. Marr (Sk. T. Taylor), 892k, S, 12 days.
£15,802: *Pindarus*, BUT (Sk. J. Glasgow), 788k, S, 11 days.
£15,586: *Ross Curlew*, BUT (Sk. R. Summers), 624k, S, 10 days.

£15,354: *Ben Lui*, Irvin (Sk. T. Nelson), 610k, BS, 19 days.
£13,891: *Jasmin*, Wood (Sk. E. Parker), 691k, 15 days.
£11,134: *Ben Heilem*, Irvin (Sk. C. Grimmer), 589k, F, 15 days.

LOWESTOFT

£11,976: *Suffolk Conquest*, Hobson (Sk. R. Fiske), 504k, NS, 12 days.
£10,420: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 447k, NS, 13 days.
£10,332: *Suffolk Monarch*, Hobson (Sk. D. Smith), 398k, NS, 13 days.
£10,246: *Ramby Queen*, Talisman (Sk. C. Craig), 348k, NS, 12 days.
£10,238: *Farnham Queen*, Talisman (Sk. B. Turrell), 376k, NS, 12 days.
£10,157: *St. Thomas*, East Coast (Sk. J. Ketteringham), 403k, NS, 11 days.

NORTH SHIELDS

£13,249: *Ben Glas*, Irvin (Sk. R. Shearer), 27,271k, NS, 8 days.
£6,790: *Sedulous*, AF (Sk. R. McBain), 14,816k, NS, 5 days.
£5,704: *Ocean Triumph*, AF (Sk. I. Murray), 12,613k, NS, 3 days.
£5,276: *Good Design*, AF (Sk. J. Watson), 11,846k, NS, 4 days.
£4,684: *Lindisfarne*, Irvin (Sk. J. Bailey), 9,245k, NS, 3 days.
£4,191: *Fisher Rose*, Irvin (Sk. R. Clark), 8,685k, NS, 3 days.
£4,080: *Emulate*, AF (Sk. A. Wyse), 8,787k, NS, 3 days.
£4,049: *Scarlet Chord III*, Irvin (Sk. G. Buchanan), 9,160k, NS, 3 days.
£3,886: *Scarlet Thread*, Irvin (Sk. T. Buchanan), 8,260k, NS, 3 days.
£3,624: *Star Devine*, AF (Sk. J. Vanko), 8,878k, NS, 4 days.
£3,576: *Starella*, Irvin (Sk. T. Johnston), 8,240k, NS, 3 days.
£3,132: *Lothian Rose*, Irvin (Sk. A. Clark), 9,120k, NS, 3 days.

GRANTON

£24,287: *Arctic Brigand*, Liston (Sk. A. Wood), 1,275k, NS, 12 days.

KEY: BI Bear Island; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NF Newfoundland; NS North Sea; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea. Sk Skipper; k kits; c cwt; kg kilo.

BRIXHAM

Prices: large plaice, £2.80; medium, £2.80; good small, £2.80; chata, £1.80; turbot, £15; large whiting, £3/£3.20; small, £1.50/£2; lemon sole, £5.50; large Dover sole, £18; medium, £18; slugs, £11.50/£12; tongue, £10/£10.50; brill, £6.50; large/medium wings, £4.80; good small, £3/£3.50; very small, £1.50/£2; large conger, £2; small, £1.20; squid, £6; monkfish, £6.50/£7.20; large dabs, £2.50; medium, £1.50/£2; small, £1; mackerel, £1.40/£2.20; John Dorey, £1.50/£2; per stone.

BUCKIE

Prices: cod, £2.70; sprags, £3.00; large codling, £3; medium, £3.00; small, £2.30; large haddock, £3; medium, £2.30/£2.75; small, £1.75/£1.80; catfish, £1.90; whiting, £2.20; monkfish, £2.40/£4.80; lemon sole, £2.80/£3.30; plaice, £3.7/£4.2; whitches, £1.50; turbot, £8; halibut, £8; dogfish, 70p; hake, £2/£3; large prawn tails, £17; small, £10; per stone.

SATURDAY, JUNE 4

PETERHEAD

7,167 boxes from 58 boats. Prices: cod/codling, £2.60/£3.40; whiting, £1.60/£2.30; catfish, £1.40/£1.60; monkfish, £3.50/£4.30; lemon sole, £4.80/£5; dogfish, £1.20/£1.40; catfish, £2.10/£2.30; ling, £2.30/£2.50; turbot, £10/£11; plaice, £2.10/£2.40; per stone; haddock, £12.20/£23.50; per box.

WICK
200 boxes from 11 boats. Prices: cod/codling, £12/£20; haddock, £10.60/£14; whiting, £10.20/£12.80; per box; plaice, £1.85/£3.70; lemon sole, £3.50/£3.65; dabs, £1/£1.80; skate, £1/£1.40; per box.

MACDUFF
380 boxes from 12 boats. Prices: lemon sole, £2/£5; plaice, £1.90/£3.50; monkfish, £3.30/£3.40; per stone; codling, £18.20/£23; haddock, £10.60/£24.20; round, £13.40/£13.60; whiting, £13.40/£16.40; round £10.80, per box.

LOSSIEMOUTH
290 boxes from 11 boats. Prices: plaice, £2/£4; monkfish, £2.80/£3.20; haddock, £1.90/£3; codling/cod, £2.30/£3.30; sole, £2.80/£5; whiting, £1.60/£3; per stone.

BILLINGSBATE

ON FRIDAY 164 tons were delivered. Average selling prices on merchants' stalls: salmon, English, £2.10/£2.50; Scotch, £2.20/£2.60; Irish, £1.90/£2.35; Grilse, Irish, £1/£1.50; Scotch, £1.40/£1.60; salmon trout, £1.15/£1.60; soles, £2.50/£3; 40p/50p; slugs, 60p/70p; medium, 75p/£1.45; large, £1.20/£1.28; eels, 80p/£1.20; foreign smoked salmon, £3, per lb; large turbot, £11.90/£14; medium, £7/£9.10; small, £4.50/£6.72; large brill, £6.30/£7; medium, £4.20/£5.60; small, £2.80/£3.50; English plaice, 1lb/1lb/1lb-2lb, £1/£1.30; large conger eels, £2.40/£3; small, £1/£1.40; large halibut, £11.20/£14; medium, £14/£17.50; small, £7/£9.80; selected lemon sole, £5/£7; large whitches, £2.50/£3; small, £2/£2.25; bass, £1/£1.2; headless home water cod, £5.30/£5.60; filets, shelf cod, £7.40/£8.40; bulk, £6.50/£7.30; conchifish, £3/£4; haddock, £7.10/£9.30; home water haddock chata, £2.80/£3; klt, £2.40/£3; ghilhera, £4.30/£5.30; jumbo, £5/£5.30; selected whiting, £3/£3.50; small, £1.80/£2.60; small English dogfish, £4.50/£5.50; large, £5/£6, per stone.

WEDNESDAY, JUNE 8
180/270 and 310/430 per 50lb; Turbot: 10 trawlers, at £43.50; homemarket at £35.80/£52.60. Recovering spots Hand selected. 180/270 and 310/430 per 50lb.

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£2.20/£2.40; unsold, 10 trawlers, at £43.50; homemarket at £35.80/£52.60. Recovering spots Hand selected. 180/270 and 310/430 per 50lb.

HERRING REPORT

WEDNESDAY, JUNE 8
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WEDNESDAY, JUNE 8
HULL
2,793 kits from two trawlers. Price range: 100t. kit, heads on, £29.50/£35 (average); shell codling, £25.10/£28; haddock, £25.50/£28; bergyls, £14.25/£15.25; 10 distant water plaice, 100t. kit, heads on, £28/£31; medium, £22/£27; cod, £28/£31; small, £22/£27; codling, £18/£24; whiting, £8/£14; large sole, £30/£44; small, £13/£22; monkfish, £25/£30; 10 st. kit.

LOWESTOFT
2,068 kits from 10 trawlers. Price range: large turbot, £20/£25; small, £20/£25; haddock, £28/£31; medium, £22/£27; cod, £28/£31; small, £22/£27; codling, £18/£24; whiting, £8/£14; large sole, £30/£44; small, £13/£22; monkfish, £25/£30; 10 st. kit.

OFFICIALS and guests at the Scottish co-op federation's dinner (left to right): Mr. D. Gunn, Secretary; David Browne, Eyemouth; Willie Wood, chairman, Pittenweem FMA; Miss June Skiper, Skipper Willie Hay; and Mr. R. H. Milne.

THE Scottish Federation of Fishermen's Co-operatives held its annual conference last month at Elie, Fife, when Miss June Ross of the Scottish Department of Fisheries was the principal speaker.

Miss Ross thanked the fishermen for their support in the present negotiations for a new Common Fisheries Policy. She explained that the Atlantic salmon negotiations have been long and difficult but she was hopeful of a suitable conclusion. However, Miss Ross fully explained the implications of the present talks.

Skinner Hay, Chairman of the Scottish Inshore White Fish Producers' Association, spoke of the changes that he had experienced during his 21 years as a skipper. "We have entered a new area where we must accept restrictions on our activities irrespective of the limit situation. We could have a great future, but this is mainly in the hands of our negotiators in Brussels."

Making a plea for unity within the industry, Skinner Hay called for fishermen to speak as fishermen and not so much as individual bodies with sectional interests. "We are all fighting basically for the same cause," he said.

THE TIME for gentle conservation measures on herring has now passed. Regulations must be harsh to succeed — but they will pay off in the long run.

This was the message from Dr. W. J. Lyon Dean, chairman of the Herring Industry Board, in his annual report for 1976 presented last week.

Dr. Dean described 1976 as a "bruiyng year" for the UK herring industry. He pointed out the difficulties of getting a sensible conservation policy accepted by our European partners.

There was, however, no cause for despair over the future of herring, said Dr. Dean. The North Sea stocks are overfished, but if left undisturbed for a few years Europe can have a valuable herring fishery once more.

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Of its own future, which

MISSION FOR REMOTE MALLAIG



OFFICIALS and guests at the Scottish co-op federation's dinner (left to right): Mr. D. Gunn, Secretary; David Browne, Eyemouth; Willie Wood, chairman, Pittenweem FMA; Miss June Skiper, Skipper Willie Hay; and Mr. R. H. Milne.

'Hopeful' on CFP

THE Scottish Federation of Fishermen's Co-operatives held its annual conference last month at Elie, Fife, when Miss June Ross of the Scottish Department of Fisheries was the principal speaker. Miss Ross thanked the fishermen for their support in the present negotiations for a new Common Fisheries Policy. She explained that the Atlantic salmon negotiations have been long and difficult but she was hopeful of a suitable conclusion. However, Miss Ross fully explained the implications of the present talks.

Skinner Hay, Chairman of the Scottish Inshore White Fish Producers' Association, spoke of the changes that he had experienced during his 21 years as a skipper. "We have entered a new area where we must accept restrictions on our activities irrespective of the limit situation. We could have a great future, but this is mainly in the hands of our negotiators in Brussels."

Making a plea for unity within the industry, Skinner Hay called for fishermen to speak as fishermen and not so much as individual bodies with sectional interests. "We are all fighting basically for the same cause," he said.

THE TIME for gentle conservation measures on herring has now passed. Regulations must be harsh to succeed — but they will pay off in the long run.

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A NEW £193,000 mission centre for fishermen was due to be opened at the port of Mallaig, on the Scottish west coast, yesterday (June 9). The ceremony was being performed by Sir Donald Cameron of Lochiel.

A superintendent and his family will be in residence throughout the whole year, offering food, refreshment, lounge, television, radio, community music, showers, baths, library, also spiritual guidance and counsel.

The superintendent will be William S. Simmonds, who was born and brought up in the fishing port of Lossiemouth, on the Moray Firth coast, and his parents and relatives have a long-standing tradition in fishing. He was educated at the Lossiemouth High School.

Following in the family tradition, Mr. Simmonds went to sea and joined the Lossiemouth fishing vessel *Olive Leaf*.

At the age of 19 he went to Robert Gordon Navigational College, Aberdeen, to study for his mate's ticket. Mr. Simmonds joined the Mission in 1969 and has served at Lowestoft, Fleetwood, and provided we get the unity, we could eventually win the limit war."

Skipper Hay said he regarded each demonstration and each round of negotiations as battles within the war and felt that with government support they would win through.

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Official and Classified ADVERTISEMENTS

Continued from Page 62

VESSLS FOR SALE

MPV "Bounty" (P28), 28ft. x 80ft. 3in. x 2in. built 1958, Parsons 30hp engine, hydraulic gear, motor and VHF boat, Koden, echo sounder, on hire. Telephone: St. Austell 8177 between 6pm-7pm.

FOR sale 50ft beamer under 15 tons, recent wheelhouse, propeller, revolved, sounder, radio, radar own, hired Mk 21, plotter. Also 50ft stern trawler, rigid side, stern, scullage, engine 250hp, gearbox, generator, rewired 1973, sounders, radio own, hired Mk21, plotter, radar, very powerful boat. Offers and enquiries. Telephone: Portsmouth (0706) 735938.

MFV "KOHOUTEK OF LOOE"

38ft. Hydraulic lift, fitted out by Duncan Bros. of Surrey, Orkney in October 1974.
Forward wheelhouse, two berths, fitted galley, powered by 192hp Mercedes OM360. With hydraulic steering, Smallwood three-quarter ton hydraulic winch, rigging for trawling, tining and mackereling.
Sailor 558 radio, Sailor VHF, Simrad 180 echo sounder all boat's property. Decca Mk21 and 3507 plotter on hire. New 12in. wide wedge recently fitted also various travel gear. WFA grant transferrable £20,000.
Telephone after 6pm, Looe 2382 or anytime Stoke Mandeville 2238 or 2413.

50ft. MFV "Sea Dive" for sale, 180hp Volvo Penta diesel, single lever control, as seen on 10th June 3, Fishing News, best offer over £5,500. Telephone: North Shields 7744 evenings Whitby Bay 525598.

F.S.B.P.B. MFV "Silver Cloud" (CN287), 55ft. x 17ft. x 7ft., engine 61.3 Gardner, overhauled March 1977. Vessel rigged for trawling and scollap dragging. Particulars telephone 058 33 208.

FOR SALE BY PRIVATE BARGAIN MB "TRIBUTE" (FR.396)

Boat of wood by J. G. Forbes, Sandown in 1968.
Overall length 78ft., registered length 59.9ft., breadth 20ft., depth 11ft., tonnage 58.5.
Kiln 400hp engine installed in 1970.
Power auxiliary engine installed in 1970.
Main four speed shaft/winch, power steering Telford hydraulic. Decca auto pilot, AKK power block, self rope haul.
BOAT'S PROPERTY
Wooden Ensign: Decca radar: Marconi echosounder.
ON HIRE:
Marconi Plotgraph: Decca rotary converter: Marconi Corveta VHF: Decca Mark 12 Navigator: Marconi Battery Wanner: 558, R/T: Furuno FR 24 radar.
Vessel is equipped for seine net and herring gill travel. A quantity of gear will be included in the sale.
The vessel is presently fishing and arrangements can be made by applying to:
RICHARD IRVIN & SONS LTD.
Shore Street, Fraserburgh. Tel. 5102
with whom offers should be lodged by 1st July 1977

FOR SALE

M.V. "BRITANNIA" (FR.318)

Built Mitchell, Manilla 1975, 1000 on oak.
Overall length 30ft. 6in. 11ft. 2in. draft 4ft. 6in. HRW 88hp. 2:1 reduction gear.
Fuel capacity 220 gal. McKay and Macleod 20 gal. Pot and line hauler at wheelhouse, Wills Hillyard station steering and control. Kelvin Hughes M539 sounder. Decca Navigator Mk21 and Marconi Westminster VHF hire.
Vessel fitted for crabbing well equipped and maintained to a high standard.
Enquiries to:
John Leach, Bay Cottage, Portlao, Truro, Cornwall.

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NEW and reconditioned BLMC 1.5, 2.5, 2.5 new and reconditioned 4D, 8D and D400, D800 new PRM gearboxes to suit unit. Diesel Marine, Riverside Estate, Bournemouth, Dorset. Tel: 01203 5511. Telephone: 01203 5511.

BAUDOUIN DB2, excellent condition, including approx. £1,000 worth of spares, stern gear, propeller and diesel engine. £1,250.00. Delivery arranged Jersey, 63 Cunningham Park, Mable, Nr. Penryn, Cornwall. Norwich 712341.

GARDNER 50hp five cylinder Parsons 2:1 gearbox 2450 rpm. BMC 1.5 matched engine (no gearbox) 1.5 matched engine. Dried 836 evenings!

BORG WARNER Velvet Drive gearboxes and all accessories available at prices with quick delivery service from BORG WARNER, 294 Old Chester Road, Birkenhead, Merseyside, telephone: 051 648 3989/3990.

LISTER 60hp water cool holophone: Milford on Sea 2938.

FOR SALE new and unused double 1000 transport roller. Both items in excellent condition. For further particulars contact: Caley Fisheries Group Ltd., 1/3 Devonport Street, Fraserburgh BA 554. Telephone: 03462 3241.

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